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No. 80,455 號五十五百四第萬二第 日二十月二十年亥癸 HONGKONG, THURSDAY, JANUARY 17TH, 1924. 四拜禮 號七十月正年三十國民華中 PRICE, \$3 PER MONTH

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LIMITED.

TIME-TABLE

WEEK DAYS		
7.00 a.m.	7.10 a.m.	
7.30 " "	7.40 " "	every 15 minutes
8.00 " "	8.10 " "	Stop- ping
8.30 " "	8.40 " "	Non Stop
8.57 " "	9.07 " "	Stopping
9.14 " "	9.24 " "	Non Stop
9.41 " "	9.51 " "	Stopping
10.08 " "	10.18 " "	Non Stop
10.35 " "	10.45 " "	Stopping
11.02 " "	11.12 " "	Non Stop
11.29 " "	11.39 " "	Stopping
11.56 " "	12.06 " "	Non Stop
12.23 " "	12.33 " "	Stopping
12.50 " "	1.00 " "	Non Stop
1.17 " "	1.27 " "	Stopping
1.44 " "	1.54 " "	Non Stop
2.11 " "	2.21 " "	Stopping
2.28 " "	2.38 " "	Non Stop
2.55 " "	3.05 " "	Stopping
3.22 " "	3.32 " "	Non Stop
3.49 " "	3.59 " "	Stopping
4.06 " "	4.16 " "	Non Stop
4.33 " "	4.43 " "	Stopping
4.50 " "	5.00 " "	Non Stop
5.17 " "	5.27 " "	Stopping
5.34 " "	5.44 " "	Non Stop
5.51 " "	6.01 " "	Stopping
6.08 " "	6.18 " "	Non Stop
6.25 " "	6.35 " "	Stopping
6.42 " "	6.52 " "	Non Stop
6.59 " "	7.09 " "	Stopping

SUNDAYS

7.00 a.m.	7.10 a.m.	
7.30 " "	7.40 " "	every 15 minutes
8.00 " "	8.10 " "	Stop- ping
8.30 " "	8.40 " "	Non Stop
8.57 " "	9.07 " "	Stopping
9.14 " "	9.24 " "	Non Stop
9.41 " "	9.51 " "	Stopping
10.08 " "	10.18 " "	Non Stop
10.35 " "	10.45 " "	Stopping
11.02 " "	11.12 " "	Non Stop
11.29 " "	11.39 " "	Stopping
11.56 " "	12.06 " "	Non Stop
12.23 " "	12.33 " "	Stopping
12.50 " "	1.00 " "	Non Stop
1.17 " "	1.27 " "	Stopping
1.44 " "	1.54 " "	Non Stop
2.11 " "	2.21 " "	Stopping
2.28 " "	2.38 " "	Non Stop
2.55 " "	3.05 " "	Stopping
3.22 " "	3.32 " "	Non Stop
3.49 " "	3.59 " "	Stopping
4.06 " "	4.16 " "	Non Stop
4.33 " "	4.43 " "	Stopping
4.50 " "	5.00 " "	Non Stop
5.17 " "	5.27 " "	Stopping
5.34 " "	5.44 " "	Non Stop
5.51 " "	6.01 " "	Stopping
6.08 " "	6.18 " "	Non Stop
6.25 " "	6.35 " "	Stopping
6.42 " "	6.52 " "	Non Stop
6.59 " "	7.09 " "	Stopping

SATURDAYS

Extra Car—12 midnight.
Night Cars—WEEKDAYS AND SUNDAYS
6.30 p.m., 8.00 p.m., 9.30 p.m.
1.30 p.m. to 11.00 p.m. every 30 minutes (Stop-
ping)
1.15 " " 11.45 " " 15 " " (ping)
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ALEXANDRA BUILDING
Hong Kong 1st June 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon dep.	6.41	8.35	9.15	10.23	12.00	1.18	4.34	5.27
Yamat dep.	6.51	8.45	9.25	10.33	12.09	1.27	4.43	5.37
Shatin dep.	7.03	8.57	9.37	10.45	12.21	1.39	4.55	5.50
Taipei dep.	7.17	9.11	9.51	10.59	12.34	1.52	5.08	6.03
Taipei Market dep.	7.22	9.16	9.56	11.04	12.39	1.57	5.13	6.08
Fanning dep.	7.33	9.27	10.07	11.15	12.48	2.06	5.23	6.17
Shung Shui dep.	7.38	9.32	10.12	11.20	12.53	2.11	5.27	6.21
Shum Chun arr.	7.44	9.38	10.18	11.26	12.58	2.16	5.33	6.27

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
Shum Chun dep.	7.22	8.06	9.23	10.37	11.40	2.58	4.36	5.12
Shung Shui dep.	7.29	8.13	9.30	10.44	11.47	3.05	4.44	5.19
Fanning dep.	7.33	8.18	9.35	10.49	11.51	3.10	4.49	5.23
Taipei Market dep.	7.43	8.29	9.46	10.59	12.02	3.21	5.01	5.33
Taipei dep.	7.47	8.34	9.51	11.03	12.07	3.27	5.07	5.37
Shatin dep.	8.00	8.47	10.03	11.16	12.21	3.40	5.23	5.50
Yamat dep.	8.14	8.59	10.18	11.29	12.34	3.53	5.37	6.03
Kowloon arr.	8.23	9.09	10.28	11.38	12.42	4.01	5.45	6.10

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.
Fanning dep.	7.45	11.30	2.30	5.30
Shatankok arr.	8.40	12.25	3.15	7.15
Shatankok dep.	6.30	10.15	1.05	5.00
Fanning arr.	7.25	11.10	2.00	6.55

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from
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HONGKONG.
H. P. WINSLOW, Manager.

J. T. SHAW.

TELEPHONE CENTRAL 682.

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EDINBURGH.

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Per 2 lb. Jar ... 1.80.

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VANCOUVER'S SHIPPING.

PHENOMENAL GROWTH.

A shipping correspondent of the *Manchester Guardian* writes:—

The meteoric advance of the port of Vancouver within the last few years deserves far more study than it has up to now received. In the struggle of Vancouver there are crystallized the outstanding problems of the Pacific. There is, first, the future of Canada as a wheat-exporting country, and then there are all the problems engendered in the powerful growth of complex civilisations on both sides of the Pacific. For the figures quoted in this article I must make acknowledgment of the assistance given me by many interested companies.

Canada's important position to-day, as the second on the list of the world's suppliers of wheat, must not be taken for granted too easily. But for three very important developments, it would depend almost entirely on Russia remaining permanently quiescent. The growth of Canada's wheat exports has hastened the whole trend of events in the Pacific, and on the maintenance of her position depends not only her own economic destiny, but also to a very large extent the future of trade in the Pacific. But it must be remembered that Europe is the world's largest buyer of wheat, and that Russia supplied half of Europe's needs in pre-war days. Vancouver and the United States providing only a third of Russia's surplus supplies.

The wheat position to-day has reached normal on quite a different basis of supply. Vancouver and the United States have now taken Russia's old position, and the Argentine, Australia, and the rest of the world have increased their production sufficiently to account for the remaining deficiency. But Russia is the only country to export wheat again—not in any quantity to disturb the world markets, but to many people it will be a sign of returning competition. At the same time, should Russia in the future seriously enter the world market, she will have to compete with a very changed Canada. Canadian wheat production is moving westward towards the sea—that is, in the direction of cheap transport.

The Panama Canal has bridged the Pacific Ocean with Europe, and Canada is finding alternative markets for her wheat in the westernising Orient. All these developments converge on Vancouver.

THREE YEARS' SHIPMENTS.

Sea transport is so very much cheaper than land transport that, taking a point midway between Fort William, at the head of the Great Lakes, and Vancouver, it is cheaper to ship *via* Vancouver and the Panama Canal than *via* Port William, the Great Lakes, and the North Atlantic route. As is fairly well known, the cost of rail transport in Canada is very much dearer westward (towards Vancouver) than eastward (towards Port William), but despite this the advantage of the Panama route is so considerable in cost alone, apart from the natural advantage in it being open the year round, that the western half of the prairie provinces gains in using Vancouver. This is the reason for the wonderful advance in Vancouver wheat exports, as shown in the following table. It should be noted that this table shows the position for crop seasons beginning September 1st, and in this instance, accordingly, bring the figures usually published for calendar years:—

Export of Wheat (in Bushels) from Port of Vancouver.

Crop Years.	1920-21.	1921-22.	1922-23.
U.K. Continent	501,221	4,000,783	14,856,898
Orient	177	3,442,144	3,830,113
S. America	177	5,666	331,030
	501,221	7,448,578	19,018,041

The prairie provinces of Alberta, Saskatchewan, and Manitoba are the wheat-producing provinces of Canada, for which Vancouver is the nearest seaport. More than this, wheat production is increasing in the west and diminishing in the east. Manitoba, which produced over 60 million bushels of wheat ten years ago, is not expected to produce more than 40 million bushels this year, while in the same period Saskatchewan has multiplied its production by 21 and Alberta has increased its production tenfold, and this season expected to produce well over double the quantity of last season. The three provinces together before the war produced under 500 million bushels of wheat last year some 360 million bushels (about 55 per cent. of the total production of Canada), and this year are expected to improve upon last year's production by something between 80 and 100 million bushels, the biggest increase being in the province of Alberta—that is, the province for which Vancouver and the Panama Canal has become essential.

In the crop season 1921-22 Canada exported about 133 million bushels of wheat, and out of the total no fewer than 100 million bushels were transported *via* Fort William, Buffalo, and the United States ports. Farmers of the west naturally do not favour swelling the trade of the United States in this way, and feeling is aggravated by the difficulties in transport and trading on this route.

It can readily be seen, therefore that the question of rail-carriage charge on wheat in Canada is one of the utmost importance. No doubt there were some good reasons for originally differentiating between transport over the Rockies and transport to Fort William, but at the same time the farmers of the prairie provinces appear to be becoming more and more united in cost, and divergent interests are pulling divergent ways. The Royal Commission inquiring into the grain question in Canada (which is at present principally to regulate the differences between the farmers, elevator proprietors, and transport companies, and includes its members the Hon. W. F. A. Turgeon, formerly Attorney-General for Saskatchewan, Dr. D. A. McGibbon, Professor of Economics at the University

of Alberta, and Dr. J. W. Rutherford, Professor of Agriculture at the University of Saskatchewan) is having the whole question put to it pretty strongly, and there can be no doubt from the reports received that the farmers of Alberta and Saskatchewan have made out a successful case, and appreciable reductions are more than likely. It is reported that already a reduction of 10 per cent. is in operation on westward rail routes.

RATES ON TWO ROUTES.

Taking this into account, the following table will show the advantage of the Vancouver and Panama route for an exporting centre such as Calgary. The freight rates taken are fairly average, though fluctuations of several shillings are to be reckoned with.

Comparison of Cost of Carriage of Wheat from Calgary (Alberta) to Liverpool by East Coast and West Coast Routes.

West coast route:—	Per ton.
Calgary to Vancouver (rail).....	21 11
Vancouver to Liverpool.....	30 0
	51 11
East coast route:—	Per ton.
Calgary to Fort William.....	25 3
Fort William to Montreal.....	22 9
Hudson Bay, or U.S. ports (average).....	22 9
North Atlantic Ocean freight.....	14 0
	62 0

But even taking into account the reported 10 per cent. reduction on westward rates, they still compare very highly with eastward rates; and without knowing a basis for the differential for transport over the Rockies they appear to be grossly inequitable. In the following table, for carriage over the same distance of 1,200 miles, there is a difference of 91 cents per bushel between the two routes, and if the reported 10 per cent. reduction does not apply the difference amounts to 123 cents per bushel.

Comparison of Canadian Rail Rates on Grain Eastward and Westward.

	Per bushel.
Edmonton (Alberta) to Fort William (1,200 miles).....	151 cents.
Grande Prairie (Alberta) to Vancouver (1,200 miles).....	26 cents.

The phenomenal development of the port of Vancouver is therefore quite a natural consequence of the opening of the Panama Canal gateway to Europe and the movement of wheat production westward, and, as a fact, is actually being retarded by the railroad difficulties in Canada. Grain movements have naturally brought about other important freight developments, both in imports and exports, touching almost every freight market in the world. But perhaps the most important development is one which has nothing to do with the Panama Canal route, but will nevertheless have the most important effects on Pacific trade. This is the discovery of the Orient as a wheat consuming market, an occurrence of the last couple of years. In the crop year 1921-22, 4,192,114 bushels of wheat were shipped principally to Yokohama, Kobe and Shanghai; and during the last season the figure increased to 4,530,113 bushels, and it will be interesting to watch the progress in the future.

A few facts will show the importance of Vancouver to-day. The port is now the largest in Canada; more than 50 steamship lines, replace the 12 lines of a dozen years ago. Over 12 million tons of shipping docked at the port in 1922 and her exports are multiplying year by year by good integral figures. Consistently with the remarkable growth of the port as a wheat exporting centre exports of other West Canadian products, oats, rye, flour, canned fish, timber, fresh and dried fruits, dairy produce, zinc, copper, lead, silver, gold and coal have also increased. Imports have also increased, and should increase very much more on account of the low freight rates obtainable.

The trade of Vancouver is well covered by the steamship lines serving the port, among which are the following British companies:—

Alfred Holt & Co.
Canadian Government Merchant Marine, Ltd.
Canadian Pacific Steamships, Ltd.
Canadian Australasian Royal Mail.
Canadian R. Dollar Co., Ltd.
Furness, Withy & Co., Ltd.
Harrison Line.
R.M.S.P.
Ellerman Wilson Line.

Most of these maintain fortnightly or monthly services with the United Kingdom, and Continental ports, as also do the Compagnie Generale Transatlantique and the Asiatic, Holland-America, Ishmanian, Johnson, and Cosmos lines. Vancouver is, of course, open all the year round, and has in this way another inestimable advantage over St. Lawrence ports, as the grain shipments can proceed more evenly and without any seasonal disturbance on markets.

The tendency, it would seem, is for Western Canada to become an economic unity, of its own, perhaps more related with the western States of America than with the eastern provinces of Canada. Vancouver naturally falls into a group, so far as shipping with Europe is concerned, with Seattle and San Francisco, and cheap and daily sea transport will bring these ports continually nearer to one another. Wheat and timber from Vancouver, tinned fish from Vancouver, and canned fruits from Seattle and San Francisco are bound to make up the bulk of homeward cargoes. Outward cargoes are harder to fix. Possibly most steamships will have to sail in ballast. But British Columbia and the prairie provinces are bound, in the natural course of events, to make Vancouver their buying as well as selling centre, and so long as exports continue from Vancouver a demand will lie there for machinery and manufactured goods.



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80 X 700.....	\$17.30.....	\$2.70
90 X 710.....	23.70.....	3.05
760.....	25.50.....	3.20
810.....	27.35.....	3.35
105 X 815.....	32.75.....	3.85
875.....	35.40.....	4.05
120 X 820.....	43.65.....	4.90
880.....	48.20.....	5.20
920.....	50.05.....	5.40
135 X 835.....	61.80.....	5.40
895.....	65.50.....	5.55
28 X 3.....	18.30.....	2.70
30 X 3 1/2.....	26.35.....	3.05

STRAIGHT SIDE TYPE

Rim Side	"Cord" Casings	Ring Shapes Tubes
32 X 3 1/2.....	35.40.....	3.20
32 X 4.....	38.30.....	3.85
33 X 4.....	39.10.....	3.85
34 X 4.....	40.95.....	4.10
32 X 4 1/2.....	52.70.....	4.90
33 X 4 1/2.....	53.70.....	5.05
34 X 4 1/2.....	55.40.....	5.20
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THE COST OF LIVING IN GERMANY.
HARD LOT OF THE WORKERS.
HIGH PRICES CREATED BY TRUSTS.

A special correspondent of the London Observer, writing from Berlin, says:—
There has been much talk in the papers during the last few days of a fall in food prices, but, except in the case of meat, it is not noticeable. Meat prices are from thirty to fifty per cent. lower in gold marks than a week ago, but still much higher than before the war. Gold prices of other foodstuffs are only very slightly, or not at all, reduced.

The explanation of what reduction there has been is that now that the printing of the old paper marks has ceased, and the new marks and gold loan certificates are becoming the predominant currencies, tradesmen have taken off the augmentations made to protect themselves against payment in the old paper marks. At the same time, they have ceased to give discount for payment in rentenmarks or gold loan certificates, so that the fall in gold prices is more apparent than real, except in the case of meat prices, which had been raised, without any reason, to a level which it was impossible to maintain.

The question of the cost of living now preoccupies the great majority of Germans to such an extent that it is difficult for them to take an interest in any other. The general cost of living in gold prices was on the average during the last half of November about forty per cent. above the pre-war cost, and is now at least fifty per cent. above it. (In my message of last week the equivalent pre-war general purchasing power of a present wage of thirty gold marks weekly should have read about twenty marks, not ten). The gold prices of necessary foodstuffs, which the workman can buy, not including meat, are about 150 per cent. above pre-war figures, but the general cost of living is kept down by rent restriction, which almost annihilates house-rent. For instance, the cheapest workman's dwelling in Berlin, which cost before the war 50.00 weekly, cost in November one-hundred weekly. Rents, however, which are fixed monthly, have been considerably increased in gold value this month, and will continue to be increased monthly, with a view of a gradual return to pre-war rates. The cost of living must, therefore, increase unless prices fall.

4,000,000 UNEMPLOYED OR SHORT-TIMERS.
Nevertheless an attempt is being made to reduce wages on account of a trivial reduction in certain food prices. The minimum weekly wage necessary in Berlin before the war for the barest possible subsistence of a married couple with two children under 16 was 93 marks 80 pfennig, of which the present equivalent in general purchasing power is about 43 gold marks. Few, if any, Berlin workmen earn as much, and the wages of the great majority are far below that sum.

It is estimated that there are now about four million men in Germany out of work or working less than full time. In spite of assertions to the contrary, made to excuse the present outrageously high prices, the cost of production is no higher than in England, and probably lower, for coal is no dearer than in England, and wages are far lower.

The truth is that high prices are largely due to monopoly of the home markets by trusts which sell abroad at lower prices at the expense of the German consumer. I have come across to-day an example of the power of trusts. The laundry charges in Berlin now exceed any that I have known in any country. For example, the charge for washing a pair of pyjamas is half a crown. Certain laundries, that have tried to charge less have been threatened by the soap trust that their supply of soap would be cut off, and have been obliged to return to the unjustifiable price fixed by the tariff of the trade. The amazing thing is that so many people seem able and willing to pay any price, however exorbitant, with the result that tradesmen can compensate themselves for the reduction in the quantity of goods sold by the high profits on each transaction.

THE RICH NEW AND IMPROVED MANY.
The explanation is that whereas the majority of the population are in extreme poverty, a minority is richer than before the war. This minority consists of the Junkers, or rural landowners, who have paid off their mortgages in paper marks; the owners of minerals, the great industrial capitalists, the bankers, the wholesale and retail tradesmen, and the "Schieber," as they are called, who have made money by currency and other speculations. The depreciation of the mark, which has ruined the great majority of the German people, has made the fortunes of this minority.

The financial policy of successive German Governments has contributed to this result. For instance, the rent restriction law has actually been hitherto applied to all business premises, with the result that banks, commercial houses, and tradesmen making large profits have had rent of a few pounds, or even shillings a year, while they have paid starvation salaries and wages, and have almost entirely evaded taxation, thanks to the incapacity of the Government. Nine-tenths of the yield of the German income tax are provided by the ten per cent. deducted from salaries and wages, most of which are so wretchedly low that in England they would be the exception. There can be no doubt that the German national income per head of the population, although lower than before the war, is now a good deal higher in gold value than it was even a year ago, and that much of the money now being profusely spent by a minority of the population is derived from savings invested abroad.

These facts should not be made an excuse for refusing to help the starving people in Germany, the sight of whom makes one's life here profoundly depressing, but they show the necessity of making financial control the condition of and external financial assistance for the purpose of stabilising the currency and putting German national finance on a sound basis. Such assistance is urgently necessary, but it would be useless if it were entrusted to the men whose financial incapacity has allowed things to come to this pass.

The new Government has had difficulties in regard to the renewal of the emergency powers which lapsed with the resignation of the Stresemann Cabinet. The two-thirds majority of the Reichstag necessary for their renewal depended on the support of Socialists, which was secured by the consent of the Government to consult a committee of fifteen members of the Reichstag before taking any measure under the emergency powers. Opinion in the Socialist Parliamentary party, however, is sharply divided on the question, and the decision to vote the emergency powers was carried at the party meeting by a rather narrow majority.

FRENCH TRADE BOOM.

The statistics of French foreign trade published by the Customs Department show, according to the *Journal Officiel*, that the value of imports for the first ten months of 1923 amounted to 25,821,000,000 francs, as against 18,569,000,000 francs in the corresponding period of 1922, an increase of over 7,000,000,000 francs. Imports of raw materials alone show an increase of 5,000,000,000 francs. The value of exports amounted to 23,376,000,000 francs, as against 16,376,000,000 francs, an increase of 7,000,000,000 francs. Exports of raw materials rose by 2,700,000,000 francs, and those of manufactured articles by 2,940,000,000 francs.

A comparison with the first ten months of 1913 shows that French imports have increased by about 181 milliards in value and by over 8,250,000 tons in weight, and French exports by about 182 milliards in value and close upon 2,000,000 tons in weight.

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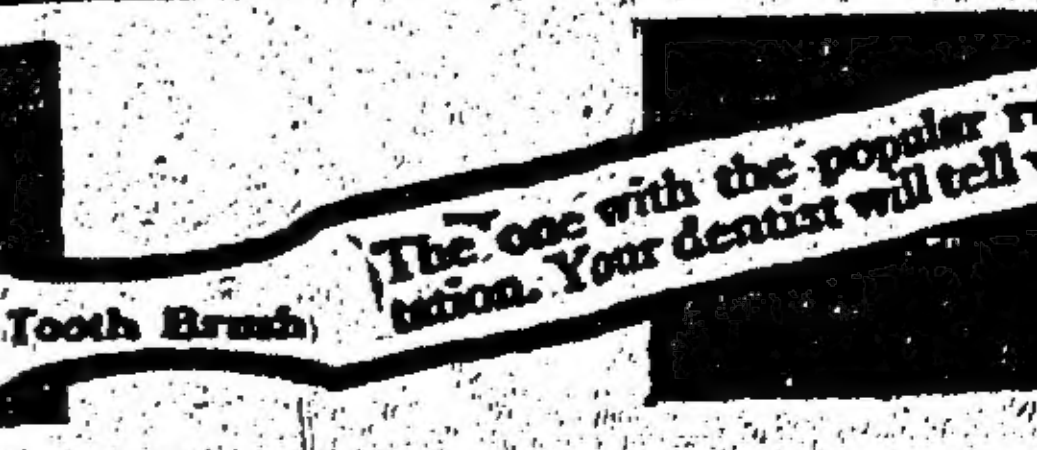
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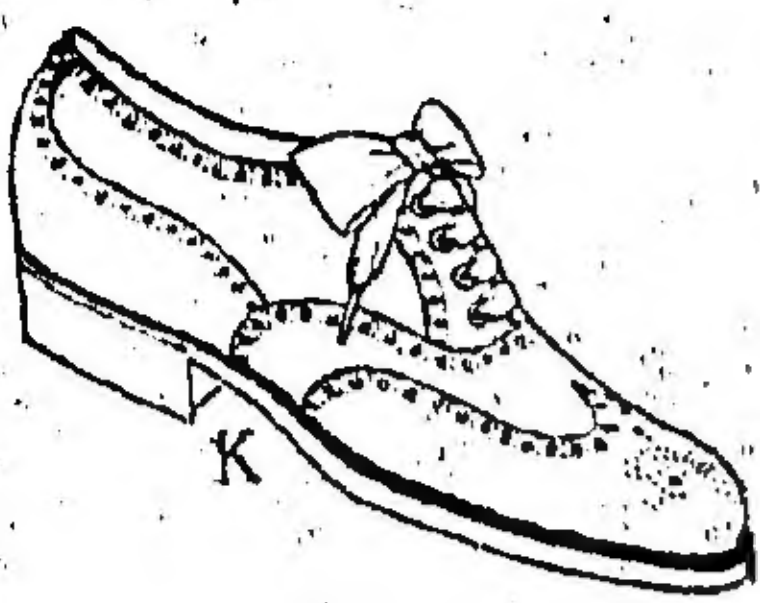
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CONDITIONS IN SZECHUEN. A YEAR OF MISERY.

MILITARILY BRIGHT ON A PROSPEROUS PROVINCE.

CHENGDU, December 31st.

It is not likely that very much of the truth of the history of Szechuan for the year 1933 will ever be told, for it contains a great deal that is crooked and foul. Under monarchical power the Szechuanese have for many centuries coveted, and in their many secret societies have agitated for, Liberty. They have now attained this supposed boon and all rank, but more especially the common people, without the Truth that makes men free, are finding their liberty in some cases to be an illusion and the fruits of it, in others, more bitter than wormwood. Szechuan has often been said, and truthfully said, to be the fairest and wealthiest province of China, but Southern Chihli in the winter of 1929-30, that is, at the most barren and her late famine, was not more barren and impoverished than this year has been. Szechuan that has been a part of the petty contending for supremacy over one another. Although not so acknowledged and represented in any map the province of Szechuan is in fact divided into a number of what are practically petty states, under independent masters who sometimes become strong enough to maintain a power that is almost absolute for a considerable period of time. The strongest usually succeed in acquiring control over the most fertile regions or the large ports, always, and necessarily including the local exchequer. When one is considered to be too ambitious others combine against him, when everyone desires a change becomes interested in the quarrel in hope of winning a more lucrative position when the time for reshuffling and adjustment comes. Several of the shrewd rulers have been strong enough to maintain their neutrality in the present hostilities, so that there are several islands of comparatively peaceful territory among the far greater regions that are either completely under the control of banditti, or ravaged in the swaying progress of the war.

Besides the territorial and military divisions suggested above there are in Szechuan, as in other parts of China, several Parties that are of political importance. There is a Northern Party whose patron is Liu Tsun Hou, whose leading military commander is Teng Hsi Hou. There is an Independent Party headed by Hsiang K'eh Wu whose principal commander is Tan Mou Hsin, and fighting with him is the Generalissimo Lai Hsing Hwei commanding the Third Army for the non-party Governor Liu Tsun Hou. Allied with Hsiang K'eh Wu is a Young People's or Students' Party, all with paper money that has depreciated more than fifty per cent, and which has become entirely worthless, and which is soon to be a place where hands during the conflict of a great part of the population of this naturally fertile province are in extreme poverty. When the armies clash at the will and pleasure of their masters there are always large numbers on the defeated side who use the opportunity afforded by the confusion to regain their freedom while they have the means of obtaining an easy life. In this way tens of thousands of rifles have found their way into the hands of the lawless throughout the province while robber hands have grown into small armies that in some parts have undisturbed control of several towns in a single group, and have on several occasions during the autumn marched in something like orderly fashion with officers and bugles all uniformed, right into the West and North Suburbs of the capital, demanding for silver, gold, and other valuables, and have again without having the trouble of looting, all very much in the same way as is frequently done by the bandit troops on a larger scale under a-called authority. Scenes similar to this are enacted daily in most parts of the provinces. Foreigners cannot travel far without military escort, and where so much of the province is bandit-governed the escort frequently is necessary of brigand representatives. For several months after the winter murder of Messrs. Watt and Whitehead of the C. M. S. on August 14th near Mienchuh it was impossible to secure military escort at all for British nationals, leaving at Chengtu, and for some time they were utterly forbidden to leave the capital. During the year it has been quite impossible to get reliable coolies for carrying our books into the country, and this has caused a little inconvenience to both ourselves and some missionaries. For transporting officers and impediments many thousands of coolies have had to be employed, the pay is always small, and in some cases, most brutally, handled, so that this form of forced service is dreaded by all. Many of the impressed coolies have never been able to return to their homes, not a few of them having died of exposure and ill-usage. Many labourers have left their homes and have migrated to more peaceful parts. Paying the way of the numerous robber bands, not in with the least resistance, have cut their way through the country, and have been forced to pay money amounting to several million dollars, and some of the larger bands and this, with the dangers on the roads and all ordinary forms of business, in the city or a district passes from the control of one side to that of another in the conflict of power, money, already depreciated, and the result is a complete breakdown of the country. To the North of the capital, in the meantime, Yang Sen had returned to the province with Northern troops and ammunition and the Independents had to divide their forces to meet attacks on two fronts. The Northern troops suddenly placed in the ascendancy were able to secure the aid of several "neutrals" and many thousands of brigands, and this mixed multitude descended on Chengtu on March 27th and took possession of the city and arsenal. The arch trouble-maker and his

two accomplices Liu Tsun Hou and Lai Hsing Hwei were all in the city at the time, but none of them was captured or punished. The East Gate and road were left clear so that they might all escape without hurt. For over five hours the city vomited forth such a horde of armed and burdened coolies as one could scarcely imagine the city capable of containing all at one time. When the Northern troops met in conference to discuss the filling of vacant positions and the settling of bills for services rendered by all and sundry, lack of funds, suspicion, jealousy, avarice and ambition made agreement impossible for more than a month, during which time the genius and riches of Hsiang K'eh Wu had secured help from Yunnan and purchased the loyalty of some adherents of the North. In May Hsiang moved from Suining to North-west and descended on Chengtu in force, and found the Northern troops divided and unprepared and captured their entire supply of ammunition and food. Since his return he has lived at the arsenal personally superintending the production of munitions by day and night. Steadily he has compelled the Northern troops to retire until on October 13th he succeeded in ousting Yang Sen from Chungking, apparently supposing that the war was won. Yang Sen then retired to and held Wanhshien in Eastern Szechuan, and received strong reinforcements and fresh supplies of ammunition from Wu Pei Fu and in November he began again the long march towards Chungking. At Chang-shou he administered a crushing defeat on the Southern allies about the beginning of December and forced a disorderly retreat of the whole united Southern force, following them up and recapturing Chungking on December 14th. The end of the year bids the North again a second and with better prospects for success. But if the North succeeds this time in conquering Szechuan it is doubtful if they will be able to maintain their power in so hostile and independent a province for very long.

EVILS OF THE CIVIL WARS.

It is a curious fact that no leader among all the quarrelling militarists ever gets killed or even caught; but the suffering brought upon the common people is far greater than one can measure or describe. The ordinary people in some cases have been paid several times for the same years, according to the "Government" has changed. Various protests have been devised for levying special war taxes, such as, for instance, two months' house or shop rent; assessment per head on domestic animals, and again, on the estimated worth of each business, trading institution, down to the poorest costermonger by the street wall who has been compelled to find one dollar, etc. All surplus stocks of rice and other food-stuffs have been requisitioned and paid for, when paid for at all, with paper money that has depreciated more than fifty per cent, and which has become entirely worthless, and which is soon to be a place where hands during the conflict of a great part of the population of this naturally fertile province are in extreme poverty. When the armies clash at the will and pleasure of their masters there are always large numbers on the defeated side who use the opportunity afforded by the confusion to regain their freedom while they have the means of obtaining an easy life. In this way tens of thousands of rifles have found their way into the hands of the lawless throughout the province while robber hands have grown into small armies that in some parts have undisturbed control of several towns in a single group, and have on several occasions during the autumn marched in something like orderly fashion with officers and bugles all uniformed, right into the West and North Suburbs of the capital, demanding for silver, gold, and other valuables, and have again without having the trouble of looting, all very much in the same way as is frequently done by the bandit troops on a larger scale under a-called authority. Scenes similar to this are enacted daily in most parts of the provinces. Foreigners cannot travel far without military escort, and where so much of the province is bandit-governed the escort frequently is necessary of brigand representatives. For several months after the winter murder of Messrs. Watt and Whitehead of the C. M. S. on August 14th near Mienchuh it was impossible to secure military escort at all for British nationals, leaving at Chengtu, and for some time they were utterly forbidden to leave the capital. During the year it has been quite impossible to get reliable coolies for carrying our books into the country, and this has caused a little inconvenience to both ourselves and some missionaries. For transporting officers and impediments many thousands of coolies have had to be employed, the pay is always small, and in some cases, most brutally, handled, so that this form of forced service is dreaded by all. Many of the impressed coolies have never been able to return to their homes, not a few of them having died of exposure and ill-usage. Many labourers have left their homes and have migrated to more peaceful parts. Paying the way of the numerous robber bands, not in with the least resistance, have cut their way through the country, and have been forced to pay money amounting to several million dollars, and some of the larger bands and this, with the dangers on the roads and all ordinary forms of business, in the city or a district passes from the control of one side to that of another in the conflict of power, money, already depreciated, and the result is a complete breakdown of the country. To the North of the capital, in the meantime, Yang Sen had returned to the province with Northern troops and ammunition and the Independents had to divide their forces to meet attacks on two fronts. The Northern troops suddenly placed in the ascendancy were able to secure the aid of several "neutrals" and many thousands of brigands, and this mixed multitude descended on Chengtu on March 27th and took possession of the city and arsenal. The arch trouble-maker and his

RECENT BANDIT OUTRAGES IN CHINA.

THE STORY OF TSAO YANG. A CHINESE COOK'S ACCOUNT OF EVENTS.

The following account of the shooting of Mr. and Mrs. Hoff at Tsao Yang was given to Mr. Elliot A. Aandahl, a member of the same mission, stationed at Tungpeh by Wang who was cook to the Hoff and was carried off by the bandits and when near Tungpeh contrived to escape. Mr. Aandahl says "It is a literal translation of his story and is just as he told me." It runs as follows:—
"On Wednesday evening, December 20th, we heard that the bandits were at a place 100 li from Tsao Yang (South-west). Mr. Hoff sent his man to the Magistrate to find out. The Magistrate replied that the report was false and that there was no danger. Thus all at the mission compound went to bed. After midnight I awoke hearing shots. I went to Mr. Hoff and reported and they got up. It was then 1.30 a.m. Thursday morning, December 21st. The bandits had then entered the west gate and kept on for an hour or more at that part of the city. At about 3 a.m. 5 or 8 bandits entered the mission compound by the main entrance. I was then at the front and I heard one of them ask a school boy where the foreigners were. The boy said he did not know and the bandit shot him dead on the spot. On this I sought refuge in a room with others. (Before this and before the bandits came to the station a soldier from a hole in the wall of the compound called in and asked if there were foreigners there. He came in and talked with Mr. Hoff and wanted them to come into their camp, which was close by, and find shelter there. Mr. Hoff thought they were mutinous soldiers and refused to go.)

THE INQUIRIES.

At about daylight after I had heard that the 5 or 6 bandits had proceeded to the foreign house and had wounded Mr. and Mrs. Hoff and led Mrs. Klien captive, I went to the rear and found Mr. and Mrs. Hoff lying on a bed in a room adjoining the compound where the most likely to be shot sought shelter. Mr. Hoff had been shot through the lung (right or left I can not say). He was suffering intensely and they were giving him water with a spoon, and all he could say was: "More (more water). Mrs. Hoff had been shot through the right shoulder but could speak. She asked me to bring some bread and a little later some medicine which I could not find. Then the bandits laid hold on me and I had to follow them and serve them preparing food for them; so I did not afterwards see the Hoff's.

THE MRS. KLIEN.

I was with the bandits that day (Thursday) and as the mission compound was guarded by some soldiers the bandits did not again enter the mission compound that day. Later the main force of the bandits came. The soldiers fled and the mission house was looted though I have little knowledge of this. After midnight Friday morning I was taken out of the city at the North Gate and we departed for Tungpeh, but the main force did not leave till later. A first night (Friday) we stopped at a town called Songhu-dien. On Saturday morning early we proceeded north over the mountains and that morning while halting at a small town I saw Mrs. Klien riding on a horse, but I was not allowed to speak to her. Saturday night we stayed in the mountain pass where we rested a while. Sunday morning early before daylight we came down into the valley where the road between Tungpeh and Pingheh 30 li from Tungpeh. We came to Tungpeh about daylight yesterday (Sunday) while the shooting was going on and reached a while about a mile from town. We proceeded before dinner south-east about 15 li. By night we reached a town called Ch'u-shu-tien 30 li South-east from Tungpeh. Last night in a miraculous way I effected my escape and came here to Tungpeh this morning (Monday, December 31st).

TO GET MORE FOREIGNERS.

To the best of my knowledge the bandits are those under Lao Yang Yen. His following must be 20,000 men, including prisoners, carriers, etc. The bandits themselves must be over 10,000. But and of these 7 or 8,000 carry guns. But their ammunition is very scarce, some having only a few cartridges while others have a little more. While I was in their hands they said in my presence they were going to Tungpeh to get more foreigners, and they asked me if there were foreigners and how many, and who they were. They also asked others the same questions. I also heard them say that Tungpeh would be easy for them to take.

Sgd.) WANG BEX I.
Chinese cook in the employ of Mr. and Mrs. Hoff.

HOW FR. SOENEN WAS KILLED.

CHURCH PILLAGED.

The following details of the brigand raid on the home of Father Achille Soenen and Father J. Leemans at Ho Kiao, on the Peking-Singapore Railway, have been received at Shanghai by Rev. Father B. Verhaeghe, procurator of the Missions Belges at Shanghai.
After two priests had eaten dinner in their home on Christmas night, four Chinese came to the house, told the servants that they came for medicine and medical attention. Father Soenen got up from the table to see what the Chinese desired and neither priest had the least suspicion that anything was wrong or that any danger threatened.
(Continued at foot of next column.)

NEW AMERICAN CLUB FOR SHANGHAI.

SPEECH BY U.S. MINISTER.

The corner-stone of the new American Club building at Shanghai was laid last week in the presence of a large gathering of members, the general committee and representatives of the Consular Body and Municipal Council. Dr. Jacob G. Schurman, the U.S. Minister, was the official guest and carried out the appropriate ceremonies.

After speaking of the pleasure it gave him to be present on such a memorable occasion, Dr. Schurman said it was to him symbolic of the development of the American community in Shanghai. When he first came to China 25 years ago in 1869 (on Washington's birthday) the number of his fellow citizens was small indeed, but now the local population of Americans numbered round 3,800, a splendid increase.
"This growth has been paralleled in Tientsin, Peking, Hankow and the other cities of China," he continued. "There are now 1,300 Americans resident in the Capital and that city in no way resembles nor can be compared to Shanghai as a business centre. As this growth is a symbol of that growth it may also be taken in a similar manner for all China. It is here that American friendships are made, here it is where the spirit of good fellowship will be fostered and promoted. I look forward to the great community here in China, developed through such intercourse. The spirit shall be united and strengthened by commerce and exchange with the Legation as the centre of all."
"We Americans in China, in Tientsin, Harbin, Yunnan and all other parts must develop a common policy, a community of interests throughout the country. When I want to see all Americans working together and helping to formulate one wise policy, to maintain a unified policy transmitted to Peking. That is what I want. I will pledge the Legation and the Government at Washington, as far I can, to look after you and assist you in this united programme. We are one family united, sailing in one boat, and we must go ahead."
Turning to the actual block he expressed his pleasure and said: "Some of the American Club I now pronounce well and truly laid," and (smiling to the movie men) "This tower I shall cherish and hand to my children."

While Father Soenen went to attend to the wants of the Chinese, Father Leemans stepped into his bedroom, while there, he heard shots and rushed to the main door where he found that Soenen had been shot. In the meantime the brigands fired several volleys down the street to intimidate any Chinese Christians who might come to the aid of the priests.

Father Leemans carried his wounded confrere into a doorway and gave him first aid. From the shadowed recess, powerless, he watched the brigands pillage the church and the residence. The bandits were in the church and house for an hour.

Father Soenen was mortally wounded, having been shot in the stomach, the forehead and the chest. Father Leemans administered extreme unction, the last rites of the Catholic Church, and cared for him throughout the night. Father Soenen passed away on December 28th at 8.45 a.m. and was buried the following day.

It was learned afterwards that in addition to the four who gained entrance to the priests' residence by telling the Chinese "boy" that they sought medical aid, there were 20 or 40 disbanded soldiers or "K'ping" who formed themselves into an improvised unit for the raid.

THE "TYANG-MARU" CAPTIVES.

JAPANESE TO NEGOTIATE DIRECT.

As the Szechuan army that was recently driven out of Chungking still holds the two Japanese officers of the *Tyang Maru* and still asks a million dollars for their release the Japanese Consul General at Chungking recently decided to enter into direct negotiations with the kidnappers. He left Chungking on the 3rd instant and proceeded up the river to Luchow, where he expects to get into touch with agents of the Szechuanese forces.

Being again pressed by the Japanese Legation to take action for the release of these officers, the Waichiaoju is sending another official to Szechuan. The first official returned, unable to accomplish anything.

BANDIT SUPPRESSION IN SHANTUNG.

PROGRESS SINCE LAST AUGUST.

Peking, January 8th.

Sixty-five bandits, numberless dead ones and several hundreds of guns of assorted sizes, was the haul made by the Shantung suppression troops in the fight waged against the bandits since last August. These figures were given by Tuli Cheng Shih-Chi in a report to the Peking Government. Another material accomplishment was the freeing and repatriation of a great number of Chinese captives.

According to Tuli Cheng the month of December was free from bandit operations, and conditions are returning to normal. Most of the active field work is credited to Li Sheng Ho, Commander of the Fifth Brigade, who reports that at the Fifth Brigade and even thousands of times appeared at one place, very often in the vicinity of the now famous Lin-cheng. The exact figures for arms captured, however, include forty-two large guns, one hundred and thirty-four rifles and twenty-nine pistols, making a total of hundred and four pieces.

A STARTLING STORY.

ALLEGED PLOT TO PIRATE BIG JARDINE STEAMER.

HONGKONG AND SINGAPORE POLICE WORK IN CO-OPERATION.

A startling plot has just been revealed in Hongkong which had as its alleged object the piracy of the s.s. *Ho Sang* (3,600 tons) one of the Indo-China Steam Navigation Company's largest steamers running between here and India.

Information came to the Hongkong police that such a plot was being hatched in this Colony, the idea being to pirate the ship on her return trip from India after she had left Singapore. Enquiries lead the Hongkong police to believe that there was some truth in the matter and a cable was despatched to the Singapore police informing them of the alleged plot. On arrival of the steamer at Singapore the police there made a careful search of the vessel and it is stated that a number of suspicious characters have been arrested either boarding the steamer or actually on board. Whether these men were armed or whether any arms were discovered is not yet known.

The s.s. *Ho Sang* left Hongkong on the 9th inst. for Singapore and Calcutta.

ANOTHER CHOP DISPUTE.

FIRM DENIES USER'S AUTHORITY. FORGERY ALLEGED AGAINST ABSCONDED ACCOUNTANT.

Another case concerning a firm's chop and its proper and legal use was decided in the Summary Court by his Honour the Puisne Judge (Mr. Justice Gompertz) yesterday. Plaintiffs, Lee Hing Loong, 130, Hollywood Road; See Sui Fong Chan, another firm, of 141, Wing Lok Street, for \$250 (\$77 for hire of furniture and \$173 for value of furniture).

Mr. C. A. S. Russ represented plaintiffs, whilst Mr. H. C. Macnamara defended.

In August, 1922, said Mr. Russ, accountant hired some furniture from plaintiffs. It was delivered to an address other than his place of business. The delivery order, however, was taken to the firm's premises, where the accountant affixed the firm's chop. The deal was recognised all through as being one between the two firms. No money was paid for some time. Meanwhile the accountant originally concerned in the transactions had absconded.

Later the defendant firm, Mr. Russ said, denied their liability. They asserted that the accountant hired the furniture for his own use. Further, they alleged that the chop on the order was not the firm's chop at all.

Mr. Macnamara said that the man who absconded was obviously a scoundrel who went off with money belonging to the firm. He would think nothing of forging a chop. If the ownership of the chop was denied, it was up to the plaintiff to prove that it did belong to the defendant firm. The latter's story was that it was not their chop, and that they never ordered the furniture. If the manager of the defendant firm wanted the furniture himself, he would have ordered it in the proper way. Again, if the plaintiffs were serious about the money, they should have brought the action earlier, when it would have been easier to obtain evidence, instead of allowing 14 monthly payments to get in arrears.

Mr. Russ said he would ask His Lordship to hold that the chop was that of the defendant firm. There was only the evidence of the manager that it was not. The chief question was: Was this man the duly authorised agent for the defendant? The fact that he was given five chops as the manager of the defendant firm showed that he was an authorised person.

His Lordship gave judgment for defendant with costs.

SALE OF CHINA PROVIDENT PROPERTY.

A PROFITABLE DEAL.

Following quickly upon the assurance given by the Chairman of the China Provident Loan and Mortgage Co., Ltd., at a meeting of shareholders on Monday that no definite offer had been received for the Company's property at Kennedy Town, it was announced yesterday that the property has been sold.

It is understood that the price at which it has been sold gives the Company a profit in the neighbourhood of a quarter of a million dollars.

China Provident shares a month ago were quoted at \$23. They have been held this month at \$20, and were quoted yesterday at \$27 buyers.

WEDDING.

REID-LOWSON.

A wedding of much local interest took place yesterday afternoon at St. John's Cathedral, the contracting parties being Mr. Douglas Reid, sub-accountant of the Chartered Bank of India, Australia and China, and Miss Catherine Jean Lawson, elder daughter of Dr. and Mrs. J. A. Lawson, of Forfar, Scotland. Dr. Lawson was formerly in the Colonial Medical Service. Old residents will recall that he was a prominent cricketer, and was a member of the interport team which was on board the ill-fated P. & O. s.s. *Bokhara* when she foundered in a typhoon in 1902, and only two members of the team were saved, Dr. Lawson being one of them. He married a sister of Mr. G. P. Lammert, who gave the bride of yesterday away.

The bridegroom is the only son of Mr. T. H. Reid, formerly editor and part proprietor of the *China Mail*. Both bride and bridegroom were born in Hongkong. There was a large attendance at the wedding, the officiating clergyman being the Rev. H. Copley Moyle, M.A., Senior Chaplain of the Cathedral.

The ceremony was fully choral, a number of choir-boys being present. Mr. F. Ma-on presided at the organ. The hymn, "The Voice that breathed over Eden" was sung, and as the bride and bridegroom left the cathedral the organists played Mendelssohn's Wedding March.

The bride, who entered the Cathedral on the arm of her uncle (Mr. G. P. Lammert), wore a handsome cream and gold brocade dress with court train of cream tulle, and a veil of old Limerick lace lent by her great-aunt, Mrs. Murray of Forfar. She carried a sheath bouquet of chrysanthemums and roses. Her little bridesmaids were Patricia Cooper and Margaret Tod. They were attired in dresses of cream georgette with gold tulle and carried pretty gold coloured baskets containing variegated pens. Mrs. G. P. Lammert, the bride's aunt, who attended as matron-of-honour was attired in a black tulle gown, embroidered with silver, and wore a black hat with silver feather to match. The duties of "best man" were discharged by Mr. A. T. Lay, of Canton.

At the conclusion of the ceremony a reception was held at the Hongkong Hotel and was attended by a large circle of friends. Mr. W. Armstrong, an old friend of the bride's parents, proposed the health of the happy couple, which the bridegroom suitably acknowledged.

The honeymoon is to be spent at Repulse Bay and Canton.

The bride's going away dress was of grey marocain with radium lace with a grey tulle hat to match.

SPORT.

CRICKET.

R.A. AND R.E. v. REST OF GARRISON.

A cricket match between sides representing the Royal Artillery and the Royal Engineers v. the Rest of the Garrison was played yesterday on the Hongkong Cricket Club ground. The "Rest" went in first and made 275. Capt. Dods contributed 70 to this total, Lieut. Armstrong 61, and Q.M.S. Fritz 49. The opposing side replied with 130; their highest scorers being Capt. Beasley and Major Hattamley, Smith with 38 and 29 respectively. Bowling for the Rest, Capt. Walker took five wickets for 30 runs.

K.C.C. 1st XI. v. CIVIL SERVICE.

In this League match at Kowloon on Saturday at 2.15 p.m., the home eleven will be composed of J. P. Robinson (capt.), B. E. Lindell, S. Jex, A. W. Ramsay, R. Pestonji, R. Earnshaw, L. E. Lammert, C. J. Tacchi, F. W. Howell.

K.C.C. 2nd XI. v. CIVIL SERVICE.

In this League match at Happy Valley on Saturday at 2.15 p.m. Kowloon will be represented by H. Overy (capt.), E. J. Edwards, W. L. Weaver, A. J. Kew, B. Petheram, A. R. F. Raven, A. O. Brown, J. Fraser, E. Savage, D. S. Green and O. B. Raven.

CIVIL SERVICE 1st XI. v. K.C.C.

The following will represent the Hongkong Civil Service Club on the Kowloon ground at 2.15 p.m. on Saturday, January 19th:—A. E. Wood (capt.), G. R. Syer, E. E. O. Bird, A. H. Sutherland, E. B. Reed, F. J. Ring, R. C. Wicheell, F. H. Holdman, J. H. B. Nihil, F. Baker, W. H. Edmunds.

YESTERDAY'S HIGHWAY ROBBERY.

Two Chinese women were held up on the Stanley road yesterday by two foot-pads, who intimidated them with bamboo poles and robbed them of a quantity of jewellery. Later the women reported the occurrence to the police and a search was made for the robbers, but so far they have not been traced.

YING WA COLLEGE.

ANNUAL PRIZE DISTRIBUTION. NEW COLLEGE BUILDING BADLY NEEDED.

Ying Wa College students, the well-known Chinese mission college in Bonham Road, congregated at the Chinese Y.M.C.A. Assembly Hall yesterday, at noon, on the occasion of the annual prize distribution. The Rev. T. W. Pearce, LL.D., presided and spoke at some length on the more important incidents of the School's history. Sir Claud and Lady Severn occupied seats on the platform, and the successful students received their prizes from the hands of Lady Severn.

The Rev. Dr. Pearce, after paying tribute to Lady Severn for kindly consenting to distribute the prizes, said that when their Chinese friends of the Independent Church set about to start the Ying Wa College they had a clear aim before them and a high ideal. They felt the need of an adjunct educational training centre to their church. They strongly wished the sons of the church to be instructed in an atmosphere such as the college of Ying Wa might create. The London Missionary Society had always been desirous of helping those who helped themselves and their representatives in Hongkong fully appreciated the aims and ideals of the church in this matter. They did what they could to start the Ying Wa College on the lines along which the Church had moved. They had had for their first headmaster (the late Mr. Hughes) one whose name would always be an inspiration to many when they thought of his self-denying and devoted efforts to put the Ying Wa College on a sound foundation. When they thought of his short life and of his entire devotion to the College they were moved to a spirit of greater determination to realise the aims which the College had in view.

They had been exceedingly fortunate in securing as successor to the late Mr. Hughes the services of the Rev. L. D. Phillips, B.D., and they were very much indebted to the London Missionary Society for sending him out. They were also very much indebted to the Rev. D. T. Lewis for his work as a colleague of the Rev. Mr. Phillips.

Referring to the work of the College, the speaker said, that since the first visit of Lady Severn they had done much, but much still remained to be done. There were aims which did not seem easy to attain. The first great need was a permanent building more suitable than their present one for the purpose they had in view for the further development of the College. Then, again, they needed a better assurance of a succession of helpers and of a staff of assistants to strengthen and ensure the progressive ideals they hoped to attain. The College, he said, had been a venture of faith commenced at a time when beneficial rulers in New China were educational rulers, and what they now needed was a definite aim which would carry them over their present crisis, especially in respect of the projected new building. They were satisfied that they could contribute something to the education of the Colony, if, for example, some wealthy financier of the Colony would assist them with regard to the new building.

Dr. Pearce's speech was greeted with applause.

Following the rendering of some Chinese music by one of the students, Li Sai Cheong, Sir CLAUD SEVERN addressed the gathering. He said it was the third prize distribution of the College which he had attended and such occasions afforded great pleasure both to Lady Severn and himself. He congratulated Dr. Pearce on his splendid recovery from his recent illness and said his restoration to health after an illness lasting considerably over a year was a thing for which the community was truly thankful, for his services to the Colony in many directions were very valuable and he hoped he would be blessed with good health to continue the very valuable work he was carrying on.

He was pleased to learn that the good work commenced by the late headmaster was not being lost. The starting of the College, they had been told, was a venture of faith, and it was only to be expected on the embarkation of any such schemes that many difficulties would be encountered. Many had been already surmounted, mainly through the hard work put in by the staff and the co-operation of the scholars. He hoped that the College would continue to make in the future even more progress than it had done in the past. Progress had been handicapped by the need of a building.

Referring to work of the college, he said they had to realise that however excellent the standard set up in the school from the point of view of discipline and general moral tone, there were certain things in which they had fallen short. The English, according to the Headmaster's report, was below standard, but he had no doubt that this would be improved. It was, however, encouraging to notice that nine students had passed the junior local examination and he hoped they would enhance the reputation of the school when they sat for the matriculation examination in two years time.

Referring to the difficulties of the College Sir CLAUD told the boys that they had to realise that these difficulties could not be overcome without the help of every single scholar whose duty it was to support his master and to study hard and to make the scholastic reputation of the College better than it really was. (Applause.)

(Continued as fol of Next Column.)

A TOUR ON THE "TALMA."

B.I.W. ACQUISITION FOR THE FAR EASTERN RUN.

Every new passenger vessel that comes on the Far Eastern run is, of course, replete with the latest improvements, and this is noticeably the case with the British India s.s. *Talma* which leaves Hongkong this morning for Japan. She has been built for the Far Eastern run (Calcutta to Japan and back) and is on her maiden voyage. The *Talma* is the latest acquisition to the B.I. fleet and, as indicated in our issue of Tuesday last, when a general description of the vessel was published, she is the last word in ocean passenger craft. By courtesy of the commander, Capt. J. R. O'Sullivan, and Messrs. Mackinnon, Mackenzie & Co. (local agents for the P. & O. B.I., etc., lines of steamships) a party of pressmen were entertained at an excellent tiffin aboard the *Talma* yesterday. No less interesting was the tour of the ship which her Commander, the Chief Engineer (Mr. J. A. Cameron), and Chief Officer (Mr. J. Foreman) conducted. Both first and second-class cabins are large and permit the entrance of a maximum of light and fresh air. In size they compare favourably with those found in the passenger craft of the B.I.'s luxurious fellow-line, the P. & O. The second class accommodation aboard the *Talma* is certainly better than it is on any other regular passenger-carrying vessel coming up the China Sea.

The public rooms are all well designed and finely appointed. The first-class smoke-room is a model for any craft afloat. It is paneled in dark wood with a mahogany finish, most restful, and the sombre-coloured leather settees and chairs coverings admirably blend with the panelling. The room is electrically heated, and there are cosy little corners fitted with writing tables, all thoughtfully arranged sufficiently far from the card-table area, that they permit one to write and read—and, at the same time, smoke—in comparative isolation. The dining saloons reveal many new ideas; perhaps the best is the elimination of the never-comfortable swivel chair. The *Talma*'s chairs are movable pieces of furniture. The seats may be adjusted in regard to height, and, if occasion arises, they may be chained to the floor of the saloon.

Deck space is ample, both for passengers and crew. The engineers are a self-contained colony more-or-less amiable, whilst the navigating officers are quartered together forward. There are good facilities for deck games, and, altogether, the *Talma* provides travellers with India and Japan with a maximum of comfort.

The vessel's next port of call is Amoy. Shanghai will not be visited on this voyage.

The prizes were then distributed by Lady Severn after which there was a small presentation to the retiring president of the school Y.M.C.A. During the proceedings the students sang with great enthusiasm the College hymn and the College song, whilst a student named Wong Chor Woon rendered a saxophone solo.

THE REPORT.

The following are extracts from the Headmaster's report:—

"In the first term of this year the enrolment was 177; in the second 223, and in the third a few more boys were squeezed in, and a great many had to be turned away."

"Nearly all the boys who were not promoted at the end of the year left to go to other schools, yet not one application had been made for a transfer certificate. It would be a great advantage if steps could be taken to put a stop to this bad habit. The system of transfer certificates was ineffective unless adopted by all schools."

"A new Physics Lab. was opened, upon which \$1,200 had already been spent in apparatus."

"The University results in Class I were very disappointing. Out of eleven boys only one passed Matric. and one Senior Local. The English Essay and Dictation proved the stumbling block in most cases. The English in Ying Wa was undoubtedly weak, largely because of too rapid promotions in the past, and it would take some time to remedy it."

"The attendance average for the second half of 1923 was very poor. I do wish parents would understand that what they call important business is a great hindrance to their boys' progress. Ex-cuses are sent to me, properly signed, for all manner of minor complaints, from a cold in the steamboat, to nose-ache; and birthdays, weddings and funerals of relatives of all degrees of affinity are often regarded as more important than attendance at school."

"The student activities had expressed themselves in many ways: A Health Committee had done good work. Inspectors appointed by each class were always on the look-out for crime. Offenders were brought to trial before Judge and Jury, and sentenced to fines according to the gravity of their offence."

"A census, taken at the end of the year, showed that while in the bottom classes the proportion of Christian students was only 25 per cent, in the top class it was 75 per cent, that for the whole school being about 33 per cent."

"Various projects had been formed by the School Committee to purchase their own premises but they were still uncertain about future location. Certainty on this important question would enable them to plan and go ahead boldly with improvements, and would remove a constant source of anxiety."

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THE BRITISH PARLIAMENT

DEBATE ON THE ADDRESS.

LABOUR MINISTRY INEVITABLE
NEXT WEEK.

INTERESTING PRESS VIEWS.

EARLIER CABLES.

BRITISH PARLIAMENT
OPENS.

INTENSE INTEREST DISPLAYED.

LONDON, January 15th.
Intense interest was shown in the State opening of the most momentous session of Parliament. The first member of the House of Commons arrived at five o'clock in the morning. There were also great crowds in the Mall and Whitehall who loudly cheered Their Majesties and the Prince of Wales as they went in procession to Parliament from Buckingham Palace and York House, respectively, in brilliant sunshine. There was a splendid scene in the Lobby, the red benches being packed by Peers, richly gowned and be-ribboned whilst the Peers were robed in scarlet and ermine. Labourites watched the scene from the Gallery where there were the customary demonstrations by unemployed, who were shepherded by the police.

THE KING'S SPEECH.

The King's Speech, on the opening of Parliament was as follows:—Our relations with foreign Powers are friendly and I am glad to record that definite progress has been made in the solution of questions which hitherto have blocked the pathway to mutual understanding and retarded the recovery of the world. A Bill will be introduced to give effect to the Lausanne Treaty and as soon as it is passed the Treaty will be ratified and a new era of peaceful relations with Turkey will open.

The Anglo-American agreement with regard to the illicit importation of liquor into the United States is on the eve of conclusion and should further strengthen the happy relations between the two countries.

It will continue to be my object to support by every means in my power the economic growth and influence of the League of Nations.

Recent murders in the North West frontier of India have caused me much concern, and I earnestly trust that the criminals will be punished and more satisfactory relations established on the frontier soon.

The recent Imperial Conference were marked by very definite progress in Imperial co-operation, more particularly as it was found possible without a departure from the existing fiscal system of this country to meet the wishes of the Dominions by a substantial extension of the principle of Imperial Preference established by Conference in 1917 and enforced since 1919. Proposals to give effect to the conclusions of both Conferences will be submitted to you. I welcome the opportunity afforded by the British Empire Exhibition to increase our knowledge of the varied resources of the Empire and to stimulate inter-Imperial trade.

UNEMPLOYMENT PROBLEM.

The speech expressed the gravest concern regarding unemployment, in view of the country's non-acceptance of recent proposals, which, in the judgment of Ministers, would have materially contributed to the solution of the problem. The Commons will be invited to assent to an extension and an amendment of the trade facilities and export credit schemes, and to a proposal for an Imperial Economic Conference for expediting and assisting the execution of certain public enterprises throughout the Empire, by grants of financial aid from public funds and the extension of contributions towards the cost of public utility works undertaken by local authorities or by statutory and private corporations. The Commons will be asked to assist in providing work in the shipbuilding industry by the immediate construction of cruisers and auxiliary craft in anticipation of the Naval programme.

NEW LEGISLATION.

The King's speech proceeded to state that steps will be taken to develop the existing system of juvenile unemployment centres, and to provide increased facilities for general and technical education. The Ministers propose to summon a Conference, representing all interested in agriculture and the political parties with the object of arriving at an agreed policy whereby the acreage of arable land may be maintained and regular employment on an adequate wage be secured for the agricultural worker. Bills will be introduced to improve the position of pre-war pensioners, and to deal with the discouragement to thrift involved in the present means of limitation to the grant of old age pensions. The speech, *inter alia*, mentions Bills to amend the Factory Acts, a proposal to increase activity under certain sections of the Housing Act enabling workers to become the owners of their homes, measures to complete the land purchase in North Ireland and to guarantee principal and interest on bonds issued by the Government of the Irish Free State under the Land Act recently passed there, whilst an obligation to alleviate hardship caused by former disturbances in Ireland is recognised. Proposals will also be submitted for an expansion of the Royal Air Force in connection with Home defence.

LABOUR CRITICISM.

The House of Commons was crowded. Mr. Asquith, who has recovered from his indisposition, sat next to Mr. Ramsay MacDonald on the Front Opposition Bench.

The proceedings opened breezily. The Labourites, supported by the Liberals, opposed Mr. Baldwin's motion to appoint the Conservatives, Mr. James Hope and Captain Fitzroy as Deputy Speaker, and Deputy Chairman of Ways and Means respectively. Mr. MacDonald said it was impossible to pass the motion without a division, which would be regrettable, as there would be difficulties enough otherwise in this Parliament. He suggested that during the debate on the Address these posts should not be filled but that the Speaker should adjourn nightly for dinner.

Colonel John Ward protested that party arrangements behind the scenes were responsible for Mr. Ramsay MacDonald's attitude.

The Liberal member, Mr. Pringle, supported Mr. Ramsay MacDonald, and Mr. Jack Jones shouted, amid laughter, that he believed in the spoils going to the victors.

Mr. Baldwin withdrew the motion pending the result of the debate on the Address.

Mr. Mitchell Banks, in moving the Address, expressed the opinion that the resolutions of the Imperial Conference did, in some sort, constitute an obligation towards the Dominions—(Cries of "No").

Lord Asquith seconded.

Mr. Ramsay MacDonald described the King's speech as a curious and miscellaneous collection of odds and ends, many items being borrowed from Labour. He said the prospect of a change of Government had done more to bring the influence of Britain into the minds of dominating Continental statesmen than twelve months of the last Government. (Labour cheers).

DANGEROUS STATE OF EUROPE.

Continuing, Mr. MacDonald said the state of Europe was far nearer what it was in 1914 than anyone cared to think about, with rival armies and rival nationalist policies. The nations that were Allies were glaring at each other in only semi-concealed hostility. He urged the necessity of bringing the solemn influence of Britain to bear in order that a new leaf be turned. He advocated more skillful handling of diplomacy, and at the same time a friendly but firm and emphatic assertion of our own interests. He protested against the doctrine of a Parliament under an obligation to carry out the decisions of the Imperial Conference, as subversive of the rights of self-government, which we would never surrender. Every pledge given by Ministers at the Imperial Conference that matters should be brought before the House of Commons would be fulfilled to the last letter. The fact that the Government told the Conference that they intended to submit the Preference proposals to Parliament surely meant that Parliament was absolutely free to carry out or reject these proposals. He contended that the Government's proposal to tax food for the purpose of Dominion preference was a very fundamental departure from the existing fiscal system, which constituted another reason for refusing the Government their confidence.

UNPARALLELED POLITICAL SITUATION.

Mr. MacDonald urged that in this unparalleled political situation the House could not merely pursue the old-fashioned party tactics. He said no party could take the responsibility today without feeling it would rather avoid it if it could, because the state of Europe and affairs at home were so bad, but the nation's Government must be carried on. Whoever carried on the Government under these circumstances was entitled to appeal for fair play to the sportsmanlike instincts of Englishmen, and the support of the House so long as it did its duty.

Mr. Clynes moved the Labour amendment to the Address, as follows: "It is however our duty respectfully to submit to your Majesty that your Majesty's present advisers do not have the confidence of this House." The date of moving this amendment has not been fixed.

MR. LLOYD GEORGE ON THE
IMPERIAL CONFERENCE.

Mr. Lloyd George controverted the claim made in some quarters that Parliament was bound to ratify the proposals submitted by the Government at, and accepted by, the Imperial Conference. He charged the French with furnishing money to foster the Separatist movement in the Rhineland and hoped that whatever Government came into power would assert the authority and influence which the Empire was entitled to by its power and sacrifices.

MR. BALDWIN REPLIES.

Mr. Baldwin said that when the Conservatives went out of power they would not engage in factious opposition but would endeavour to help such measures as unemployment and agriculture. He threw out a suggestion that where none of the three parties could independently govern, a round-table conference should be held, particularly as regards the agricultural problem, with a view to arriving at some common measure. He endorsed Mr. Lloyd George's view with regard to Parliamentary adoption of the Imperial Conference resolutions.

Mr. Baldwin informed the House that the proposed American Liquor Treaty, on which the principal parties were agreed and which was being examined by the Dominions, provided that the United States should have the right of search to a certain distance outside the three-mile limit, British vessels to be permitted to carry sealed liquor into American harbour for use on the return voyage. He dwelt optimistically on the appointment of the Allied Experts Committee, which was the first progressive step made in Europe for a whole year, owing to American participation, and on the means afforded to provide remedial measures regarding German finances.

THE HOUSE ADJOURNED.

UNEMPLOYED DEMONSTRATIONS.

Unemployed demonstrators on the Embankment with banners and a band were diverted from the vicinity of Parliament and escorted by the police to the City Temple, where the pastor, Doctor Norwood, welcomed them on behalf of the brotherhood movement. In the course of his address he styled them "the ghosts of our social sins." He was proceeding: "Ladies and gentlemen" when a voice from the gallery shouted "Comrades!"

"Yes comrades," said Dr. Norwood, who added that he hoped the meeting would impress on statesmen that unemployment was a clamant question. Two of the leaders of the unemployed spoke to the resolution which they had adopted calling upon Parliament to stimulate industries with a view to reducing unemployment.

LATEST CABLES.

TACIT LIBERAL-LABOUR AGREEMENT.

The moderation and the essentially Liberal complexion of the speech from the Throne has done nothing to modify the tacit Liberal-Labour agreement to eject the Government.

A number of back bench Liberals have lodged a separate amendment mentioning unemployment, protection and the Government's international and domestic policy. This amendment, however, is not likely to be reached.

CONSERVATIVES RESIGNED TO THE
INEVITABLE.

Conservative commentators are now resigned to the inevitable. Even the *Evening Standard* in favour of Liberal-Conservative co-operation has now flickered out.

The Labour organ expresses impatience at the large number of Liberals who insist on talking on the amendment, thus delaying Mr. MacDonald's advent, but the Liberal newspapers unanimously embrace the Labour amendment, as a suitable instrument for inflicting the quietus on Mr. Baldwin. They dwell on the potentialities of a long life for a Labour Government, provided national welfare is not subordinated to tactical niceties.

SUGGESTION OF LABOUR
MUTINY.

There is a suggestion of mutiny in the ranks of Labour in a separate amendment moved by five Clyde Labour members referring to "millions of workers on the verge of starvation."

LABOUR MINISTRY ON JANUARY
22ND.

Lobby correspondents unanimously forecast a Government defeat on January 22nd, and the announcement of a Labour Ministry on January 22nd, followed by an adjournment for several weeks, to enable the Cabinet to pick up the threads.

RAILWAYMEN TO STRIKE.

MR. THOMAS CONDEMNES UNION'S
ACTION.

LONDON, January 15th.
Mr. J. H. Thomas, in a statement yesterday, emphasized the obligation of members of the Northern Union Railway to remain at work in the event of a strike.

He said that he stood by his signature to the award of the National Wages Board, which the Union endorsed. He expected the Union to honour its endorsement regardless of consequences; but the Society of Locomotive Engineers, in a manifesto issued last night, says the official date and time for cessation of work has been sent to all branches, in order to secure a simultaneous stoppage throughout the country. The manifesto exhorts members to strike at the appointed hour.

TANGIER QUESTION.

PARIS, January 15th.
France has declined the Spanish request to modify the Tangier Convention, but is willing to consider the granting of concessions elsewhere in Morocco.

EARLIER CABLES.

AUSTRALIA'S OBLIGATIONS.
MR. BRUCE ON IMPERIAL
QUESTIONS.

LONDON, January 15th.

Mr. Bruce, the Australian Premier, in a speech at a farewell dinner given by the Australian Natives' Association, presided over by Mr. Dennison, which was broadcast to half a million listeners, contended that the peace of the world or the reduction of armaments would not be promoted by Britain alone disarming. He emphasised that the Dominions demanded a voice in the Empire's foreign policy, but it was necessary also that the Dominions should shoulder the obligations entailed and contribute to the defence of the Empire. Australia was fully prepared to shoulder both responsibilities and obligations, and he hoped the other Dominions would recognise their similar obligation.

The time had arrived to determine whether they were going to draw closer the links binding the Empire or if the Empire was gradually to break up into several independent nations. He laid stress on Australia's desire to continue as an integral part of the Empire, and declared that Britain's grave problems in Europe could only be solved if she unflinchingly and unhesitatingly followed a strong, definite policy.

A UNITED EMPIRE.

This policy could only succeed if the Government had a united Empire behind it. Britain might ultimately be obliged to face the necessity of leaving Europe to its fate and concentrate on the Empire (cheers) to ensure that at least the Empire would remain sane in a world which appeared to have gone mad. (Cheers.) The Empire was as essential to Britain as Britain to the Empire. The strength of the Dominions was too often forgotten in Britain. He recalled their achievements in the war, which were largely responsible for the victorious outcome. For one great nation to strip itself of its powers of defence and enforcement of its will was only encouraging other Powers to increase their armaments.

We are running straight towards another heavy blunder like the unreasonable reduction of the Air Force by the hesitancy we are showing in the establishment of the Singapore naval base.

SINGAPORE BASE ESSENTIAL.

The ratio of 5, 3, 3 fixed by the Washington Conference was unsound in the Pacific, where without the Singapore base Britain would be unable effectively to put a single capital ship. He declared emphatically that unless there be a base built in the Pacific, Britain would have to abdicate her position as a great naval power in the Pacific. Mr. Bruce pointed out that the American, Japanese and British naval authorities held that the capital ship was still the determining factor in naval war, and contended that the maintenance of world peace depended on the construction of the Singapore base. It would also aid materially in the eventual reduction of armaments all over the world.

CONFERENCE RESOLUTIONS.

Dealing with the economic troubles of Britain, Mr. Bruce declared that the result of the recent tour he made showed that the people of Britain did not realise the possibilities of the Empire. He laid stress on the necessity to stir their imagination, and urged that the resolutions of the economic conference be carried out in their entirety on the ground of practical expediency, good sense and Empire unity. Britain was not bound, but he was unable to believe that any Government of any shade of political opinion would hesitate to enforce them. If Britain did not like tariff preferences, Australia was prepared to discuss any other method of establishing closer Imperial trade relations. It was the duty of any Government coming into power to proceed with the constitution of a permanent economic committee as recommended by the conference, and ensure that the personnel carry the confidence of the people of Britain and the Empire, and such matters should be submitted to them. Decisions taken at this critical hour might determine the whole future of the Empire and the destinies of the world. (Applause.)

POLITICAL CRISIS IN
HOLLAND.

THE HAGUE, January 15th.

In the Second Chamber the Premier, Herr Beerenbroek, declared that as no alternative Ministry had been formed since the defeat of his Government on October 28th over the question of building a fleet, and the continuation of the Ministerial crisis had not been in the interests of the country, he had decided to accept the decision of the Chamber on October 28th and carry on the Government; therefore the intended measures of naval defence would not be enacted until steps be taken to effect financial equilibrium. He concluded by appealing to the House to co-operate and solve all pending questions.

TAXATION IN FRANCE.

ECONOMY IN EXPENDITURE
ADVOCATED.

PARIS, January 15th.

At a meeting of the Cabinet, presided over by M. Millerand, it was decided to submit to the Chamber on Thursday the Bills to improve the financial situation and balance the budget, and solve the exchange crisis, by suppressing tax evasion and effecting economies in the public services, postponing all further expenditure, and increasing all taxes from May 1st. The Chamber will be asked to vote the Bills immediately and make their passage a question of confidence. The Government will take immediate measures to prevent speculation in the franc and in Government securities. Expenditure which hitherto has figured as recoverable will be henceforth covered by corresponding revenue. It is anticipated that an increase in all taxes by twenty per cent. will yield five milliard francs and the other measures three milliards.

PARIS, January 15th.

A section of the opposition having demanded an immediate debate on the financial situation, the Government insisted on a postponement of the debate until January 17th making it a matter of confidence. The resultant vote was 339 to 188 in favour of the Government.

L24 WRECK LOCATED.

HOPE OF SALVAGE ABANDONED.

LONDON, January 15th.

The Admiralty officially state that the wreck found by a diver yesterday off Portland is not L24. The search is continuing.

LATER.

The Admiralty announce that the wreck of L24 has been definitely located, but owing to the position salvage operations are impossible and have been abandoned.

A message from Portland states that it is learned authoritatively that local Naval officials have now definitely decided that the wreck examined by a diver yesterday is L24. Local authorities recommended an abandonment of the search in view of the extreme probability that the wreck has been located, and as there is no prospect of salvage owing to the tides and the depth of the water.

GERMAN CREWS ON STRIKE.

LONDON, January 15th.

Five German crews totalling a hundred, have struck at Cardiff in response to a message from the London strike committee calling upon all German seamen in British ports to strike unless the owners are prepared to give them the British seamen's rate of wages in British currency. A crew sent from Germany to man a steamer at Cardiff, sold to a German company, refused to travel from London to Newport, where the ship is berthed, until the owners complied with the strike committee's order.

AN UNREPENTANT
FANATIC.

CALCUTTA, January 14th.

Gopinath, the Bengalee who has been arrested in connection with the murder of Mr. Day, in a statement in court said he intended to kill Mr. Tegart, the Commissioner of Police, but unfortunately killed an innocent man. He hoped some patriot would complete his uncompleted task.

ANGLO-GREEK RELATIONS.

LONDON, January 15th.

Normal Anglo-Greek Diplomatic relations have been resumed. Marquis Curzon in communicating this fact says the British Government has every confidence in the Venizelos Ministry.

GOVERNOR OF NORTH
RHODESIA.

LONDON, January 15th.

Mr. Herbert James Stanley has been appointed Governor of North Rhodesia, from April 1st, when the Chartered Company's administration will terminate.

MEXICAN SITUATION.

LONDON, January 15th.

The Mexican Legation in London states that as a result of engagements at Jalisco and Vera Cruz the rebels have retired in disorder.

EARTHQUAKE PREDICTIONS.

FAENZA, January 15th.

Scientific circles are stirred by the verification of the sculptor Bendandi's seismic predictions, mentioned in a Rome message of January 11th. All the seismographs last night registered a violent and long-continued shock ten thousand kilometres away.

[The prediction stated that slight shocks would be felt in America.]

OBITUARY.

EARL OF WARWICK.

LONDON, January 15th.

The death has occurred of the Earl of Warwick.

[Francis R. C. Guy Oreville, Earl of Warwick and Brooke, was born in 1832 and succeeded to the title in 1893. His heir is Brigadier-General Lord Brooke, C.M.G., M.V.O., who was born in 1882.]

LATEST CABLES.

[REUTERS' AMERICAN SERVICE.]

"DEPUTY ASSISTANT
AMERICAN AMBASSADOR"SIR AUCKLAND GEDDES' PLEA FOR
BETTER UNDERSTANDING.

NEW YORK, January 15th.

The Pilgrims Club gave a farewell banquet to Sir Auckland Geddes, who in a speech made a plea for better Anglo-American understanding.

Load applause greeted Sir Auckland Geddes' remark that he would return to England as "a kind of Deputy Assistant American Ambassador" to help increase the knowledge of the United States in Great Britain. He said that Anglo-American co-operation would come, not through Governmental agencies, but through the people themselves.

EARLIER CABLES.

MEXICAN DESERTERS GIVE
TROUBLE.

WASHINGTON, January 15th.

It is understood that the Government will shortly inform Huerta that proper American commerce with Tampico must not be interfered with. The police authorities at New Orleans have been requested by the agents of the Department of Justice to assist in rounding up a force of a hundred deserters from the Mexican gunboat at present being repaired in that port. The crew have deserted, and combined forces of police and Federal agents are proceeding to a house in the city where the deserters have barricaded themselves.

CHINA MERCHANT MARINE?

STEAMSHIP COMPANY'S PETITION
TO PEKING.

A PRACTICAL SCHEME OUTLINED.

China will have its own merchant marine officered by its nationals if the petition of the Board of Directors of the China Merchant Steamship Company is approved by the Peking Government. A system of practical training is to be arranged by having the Government turn over the gunboat *Huachia* as a training ship.

The petition states that 50 years have elapsed since the first foreign merchantman came to China and it is more than fifty years since the first Chinese steamship appeared.

Recently the Chinese of intelligence have felt that navigation is an important part of the communications of the country and as such its control should pass from the foreign hands where it now is into Chinese. It appears that since the World War, the officers of the Chinese steamers have been mainly Europeans from the smaller countries, and their qualifications are not always of the best, with the result that many accidents have occurred.

The Naval Academy in Woonung and the Communications University at Shanghai, have courses in navigation, but nevertheless do not turn out graduates with any practical knowledge, since they are taught purely with maps and charts. It is suggested that the commanders of steamships should be men gradually promoted from lower rank, who at the same time possess a knowledge of international affairs. Accordingly a strict examination should be made with a view to getting candidates of a B.A. degree, who know mathematics and English of a high grade, and who are in good health and have good eyesight. The graduates from technical colleges would be thus qualified.

We have petitioned the Ministry of Communications and the Navy to select men qualified for this service. These men are then to be trained for one year before being commissioned as officers on the steamships. Further, we ask that the gunboat *Huachia* be lent to the Company for a year or more, to be used as a school ship for the candidates.

We have employed from September 1st, a British chief of a foreign training ship, who will be commander of the *Huachia*, while Mr. Woo Wei Chi, an officer of the Shanghai Conservatory Board will be Chief Mate, another Britisher, the chief engineer, and Mr. Chang Chang Chuan, former chief engineer of the gunboats *Hachi* and *Tsiao*, assistant engineer, with the remaining officers and crew, men of many years' experience. These officers are employed solely for the purpose of being the teaching staff on the schoolship *Huachia*.

We request that the graduates of the *Huachia*, after passing the necessary examination be appointed third and fourth officers of the steamships, to be gradually promoted. The Ministry of Foreign Affairs should notify the foreign countries to permit the officers of the gunboat to go ashore for purposes of inspection. We earnestly request that the petition be given this petition, if the conditions outlined therein are approved.

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(FROM INDIAN PAPERS.)

HOW SPANISH WAR SPY WAS CAPTURED.

LONDON, December 15th.
Two men who acted as spies for Germany during the war have this week been deported from this country after serving a sentence of seven years' penal servitude. They are Adolfo Guerrero, a Spaniard and a Dutchman named Griete Guerrero, who is stated to have been of a noble Spanish family, came to England to obtain the names and dates of sailing of British merchant ships, so that they might be torpedoed. But he had only 15 days' liberty here and during that time all his movements were closely watched and all his correspondence was opened. His arrest actually came about as a result of his infatuation for a dancer known as La Sultana. She was in Paris and Guerrero persuaded a Spanish merchant in London to offer her a position in his office as a clerk. Upon landing La Sultana made the fatal mistake of declaring that she was coming to join her future husband Guerrero. La Sultana was examined by the police authorities and she and Guerrero were arrested. Guerrero was sentenced to death while the woman was deported. The death sentence on Guerrero was afterwards repealed and he was sent to penal servitude.

The Dutchman Griete received a sentence of seven years' penal servitude for sending a message to Holland in invisible ink. It is stated that the vigilance of the British police prevented both these men from sending any vital information out of England.

ARMY EDUCATION.

LONDON, December 21st.
The War Office states that the latest examination for first-class Army certificate of education showed a marked advance in the number of candidates and in the certificates gained. 1,380 were examined of whom 45 per cent. qualified with a full certificate, compared with 38 per cent. in April, 1923, and 14 per cent. in 1922.

An additional 15 per cent. passed all except one of the subjects which embrace English, geography, mathematics and map-reading.

The War Office considers that the growing popularity of the first-class certificate is significant of the response to the stimulus provided by the Army education scheme and may be regarded as indicating the candidate's increased sense of the value of education in relation to military efficiency.

SANDHURST NOT FULL.

LONDON, December 21st.
Giving evidence before the Select Committee on Army Estimates Sir Charles Harris, of the War Office, declared that at present there was a definite lack of men, rich or poor, who come to Sandhurst with a good educational standard. Sandhurst was not full because it was impossible to get people to come in who were able to pass any educational standard whatever. The examination was as low as it decently could be.

A NEW TABLE OF PRECEDENCE.

LONDON, December 22nd.
The Canadian Gazette publishes a despatch from the Colonial Secretary to the Governor-General announcing that His Majesty has approved of the revised table of precedence recommended by the Canadian Government.

The table places Lieut. Governors immediately after the Governor-General, omitting the General Commanding His Majesty's Forces and the Admiral-Commandant of the North American Station, who held the second place in the old list. The Prime Minister comes after Lieut. Governors, instead of ranking with members of the Cabinet. Thereafter come Archbishops and Bishops as previously, but immediately following them are the Presbyterian Moderators.

Heads of the Methodist and Baptist Churches are not officially recognised so far.

ACADEMICIANS PAINT POSTERS.

LONDON, December 22nd.
At the invitation of the London Midland and Scottish Railway, thirteen Royal Academicians and a number of Associates are now engaged in painting posters which will appear in the spring. Among the number are Frank Brangwyn, Sir William Orpen and Augustus John.

RUSSIAN OVERSEAS TRAFFIC.

LONDON, December 23rd.
An important group of British, Canadian and Dutch railway and steamship companies have completed negotiations with Soviet Russia to develop the overseas passenger traffic to and from Russia. A mixed company will be formed with headquarters at Moscow. The foreign companies interested include the Cunard Anchor Line, Holland America, Royal Mail Steam Packet and the Canadian Pacific.

THE EMPIRE EXHIBITION.

LONDON, December 24th.
The Board of Education has circularised the local education authorities, drawing attention to the educational possibilities of the British Empire Exhibition.

The Board is prepared to sanction organised visits to the Exhibition by scholars, under the guidance of teachers, and is at present considering the question of recognising expenditure in that connection.

It is hoped that reduced charges for parties of scholars accompanied by a teacher may be arranged.

The Board suggests the substitution of an intensive course of the study of the history, the geography and the resources of the Dominions and the civilisation of the British Commonwealth for the usual lessons in history and geography to be given to the older children in the next two terms.

"LUSITANIA" CRIME PROOF OF GERMAN ORDERS.

The Washington correspondent of the Chicago Tribune telegraphs:
Proof taken from the official secret archives here, never previously made public, showing the German Government plotted and ordered the sinking of the Lusitania has been submitted to the Mixed Claims Commission in support of the demand for full payment for all losses of life and property of Americans as a result of the disaster.
A brief, presented to the Commission by Mr. Robert Bonying, of the United States State Department, contains this proof—that Germany instructed a U-boat commander to torpedo the Lusitania, thus shattering Germany's defence against the claims being made.
Germany has been contending that the responsibility, if any, applies to dependants of victims only. The United States State Department contends that since Germany deliberately planned the sinking of the vessel, knowing that lives and property would be lost, Germany must stand the total responsibility.
This official proof is now being considered by the Mixed Claims Commission, and may become public after the disposition of the claims, which are now said to aggregate more than half a billion dollars.



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MANILA	"SUISANG"	Saturday, 19th Jan. 11 a.m.	
SHANGHAI	"TINGSANG"	Sunday, 20th Jan. 7 a.m.	
KORE via SHANGHAI	"KUTSANG"	Sunday, 20th Jan. 7 a.m.	
DALNY & YOKOHAMA	"ESANG"	Sunday, 20th Jan. 7 a.m.	
SHANGHAI via NINGPO	"KWAISANG"	Tuesday, 22nd Jan. Noon	
BANGKOK via SWATOW			
TRINGTAU via SWATOW	"PAUANG"	Wednesday, 23rd Jan. 7 a.m.	
3 SHANGHAI	"HINSANG"	Wednesday, 23rd Jan. 1 p.m.	
SANDAKAN	"WAHSANG"	Sunday, 27th Jan. 7 a.m.	
SHANGHAI via SWATOW	"FOOKSANG"	Tuesday, 23rd Jan. 3 p.m.	
STRAITS & CALCUTTA	"CHUNSANG"	Wednesday, 30th Jan. Noon	
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"GLENBANDA"	30th Jan.			
"PEMBROKESHIRE"	14th Feb.	"GLENBEG"	1st Mar.	
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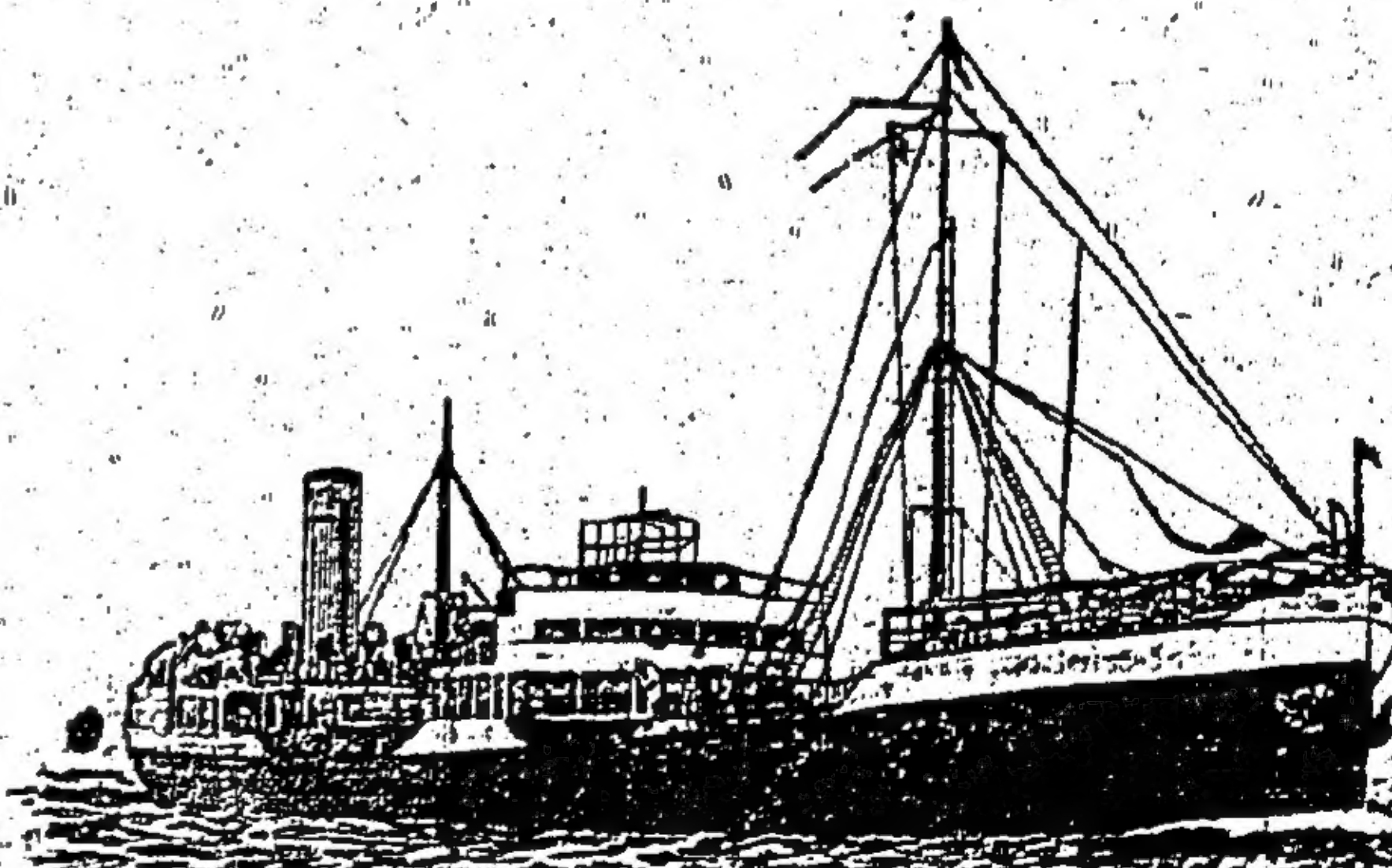
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SHIPPING NEWS

ARRIVALS

January 15th.

Chungking, Chinese str., 210 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at Sai Kong wharf.—Hong On & Co.

Eurydice, British str., 3,507 tons, Capt. R. Lloyd, from Birkenhead and Singapore, the former port she left on December 5th and the latter January 9th, with a general cargo, lying at buoy No. A52.—B. & S.

Tamara, Japanese str., 2,515 tons, Capt. Y. Oguri, from Kobe, with a cargo of coal, lying at Quarry Bay.—M.R.N.

Typhoon, British str., 1,172 tons, Capt. F. Adcock, from Vancouver and Nagasaki, the latter port she left on January 12th, general cargo, lying at buoy No. A3.—B. & S.

January 16th.

Amakusa Maru, Japanese str., 1,370 tons, Capt. S. Tabata, from Keelung and Swatow, with a general cargo and coal, lying at buoy No. C47.—O.S.K.

Amoy, British str., 1,776 tons, Capt. Wm. Anderson, from Shanghai, with a general cargo and rice, lying at buoy No. B2.—W. & A. S.

Yangtze, British str., 1,137 tons, Capt. R. C. Thompson, from Shanghai, with a general cargo, lying at Jardine West Point wharf.—J. M. & Co.

Yuehking, British str., 1,276 tons, Capt. A. H. Stewart, from Foochow, Amoy, and Swatow, with a general cargo, lying at Douglas wharf.—D. L. & Co.

Hainan, Portuguese str., 454 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at Young Tai Hing wharf.—Kwong O S.S.

Hydrangea, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chin On wharf.—Chin On S.S. Co.

Kiangsu, British str., 1,555 tons, Capt. G. Morse, from Bangkok and Swatow, with a general cargo, lying at buoy No. B11.—B. & S.

Suiyung, British str., 1,564 tons, Capt. W. Leitch, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Taiho Wang, British str., 1,824 tons, Capt. D. Williams, from Sourabaya, with a cargo of sugar, lying at Stonecutters.—B. & S.

Warina, British str., 1,574 tons, Capt. C. J. A. Bay Hendry, from Bangkok, with a general cargo, lying at buoy No. A6.—Mackinnon, Mackenzie & Co.

CLEARANCES

January 16th.

Eurydice for Canton.

Hainan for Canton.

Hong Kong for Canton.

Kishu Maru for Takao.

Lee Paul Demure for Hailow.

Lushan Maru for Swatow.

Peiwei for Bangkok.

President Madison for Shanghai.

Shanghai for Canton.

Shanghai Maru for Canton.

Suiyung for Canton.

Taiho Wang for Canton.

Tamara for Amoy.

Tamara for Manila.

Tientsin for Canton.

Wingung for Hongkong.

Wong Shik Kung for Saigon.

PASSENGERS

ARRIVALS

Per s.s. *Hutchings*, on January 16th:—Capt. Brownlie, Mr. Lindsay Woods, Mr. and Mrs. H. M. Vuchovitch, Mr. T. A. Mitchell.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Russia* arrived at Shanghai on January 15th at 5:30 p.m., left next day at 3 p.m., and is due at Hongkong to-morrow (18th inst.), at 11 a.m., and will berth at Pier No. 6, Kowloon wharf.

The Hugo Steiner s.s. *Hindenburg* left Shanghai on the 15th inst., and is due here to-morrow (18th inst.).

The Hugo Steiner s.s. *Schier* left Singapore on the 15th inst., and is due here on the 21st inst., at 5:40 a.m.

The T.K.K. s.s. *Perla Maru* sailed from Batavia on the 14th inst., and is due at Hongkong on the 21st inst.

The M.M. s.s. *Chihli*, which left Marseilles on January 10th for Shanghai and Japan, is expected at Hongkong on February 10th.

The Ben Line s.s. *Bendora*, from Marseilles, Antwerp and London left Singapore for this port on the 16th inst., and may be expected to arrive here on or about January 21st.

The s.s. *Quanta* (Blue Funnel Line), left Port Said on the 19th inst. for Marseilles, Havre, Liverpool and Glasgow.

The s.s. *Holena* (Blue Funnel Line), left Port Said on the 13th inst. for London, Rotterdam and Hamburg.

The s.s. *Tetanus* (Blue Funnel Line), left Liverpool on the 18th inst. for Singapore, Hongkong, Shanghai and Tsingtao, and is due here on or about February 15th.

The s.s. *Tenzer* (Blue Funnel Line), arrived at Boston on January 15th.

The Admiral Oriental Line *President McKinley* sailed from Kobe for Shanghai on January 15th, three days behind schedule. This steamer, which was due to arrive at Hongkong on January 18th, is now expected on the 21st. She was delayed rescuing survivors of a Japanese steamer on the Pacific.

VESSELS EXPECTED

Agnes (Blue Funnel), due today.

André Léon (M.M.), due January 21st.

Angers (M.M.), due Jan. 21st.

Bakefield (Admiral Oriental), due Feb. 3rd.

Bertram Rickmers due to-day.

Chihli (M.M.), due February 10th.

Cordillere (M.M.), due to-day, 6 a.m.

Cuprum (Admiral Oriental), due January 30th.

Demodocus (Blue Funnel), due February 4th.

Empress of Russia, due January 18th, at 11 a.m.

Loonghia (Blue Funnel), due Jan. 19th.

Phœnix (Blue Funnel Line), due January 25th.

President Harrison (Dollar Line), due February 4th.

President McKinley (Admiral Oriental), due January 18th.

Prometheus (Blue Funnel Line), due Jan. 30th.

Shiyo Maru (T.K.K.), due January 24th.

Tientsin (Blue Funnel), due January 18th.

West Henshaw (Admiral Oriental), due February 11th.

WEATHER REPORT.

January 16th at 17:00.—Pressure changes are everywhere slight; an anticyclone covers N. China and Japan. Fresh monsoon will prevail along the coast and over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, 16th January, 0.02 inch. Total since January 1st, 0.06 inches, against an average of 0.46 inches.

The forecast for the 24 hours ending at 18 hours Jan. 17th is as follows:—

DISTRICT FORECAST

Formosa Channel ... N.E. winds strong.

Hongkong to Gap Rock ... N.E. winds, fresh; cloudy, mist or drizzle.

South coast of China between Hongkong and Lamochs ... do.

South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 16th.

Barometer	Thermometer	Humidity	Wind Direction	Force	Weather	Rain
29.96	30.02	30.01	70	68	65	0.00
29.96	30.02	30.01	70	68	65	0.00
29.96	30.02	30.01	70	68	65	0.00
29.96	30.02	30.01	70	68	65	0.00
29.96	30.02	30.01	70	68	65	0.00
29.96	30.02	30.01	70	68	65	0.00
29.96	30.02	30.01	70	68	65	0.00
29.96	30.02	30.01	70	68	65	0.00
29.96	30.02	30.01	70	68	65	0.00
29.96	30.02	30.01	70	68	65	0.00

HONGKONG TIDE TABLE

From January 17th to 22nd 1924.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Thur.	17	7 0	4 2	1 8	3 0
Fri.	18	7 57	4 3	1 53	3 2
Sat.	19	8 54	4 4	2 28	3 3
Sun.	20	9 51	4 5	3 2	3 3
Mon.	21	10 48	4 6	4 1	3 3
Tues.	22	11 45	4 7	5 0	3 3
Wed.	23	12 42	4 8	5 59	3 3

THE NEW FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 for Bladder & Glands, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Weaknesses, also at all leading chemists, druggists, and medical stores.

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of the MEETINGS of the

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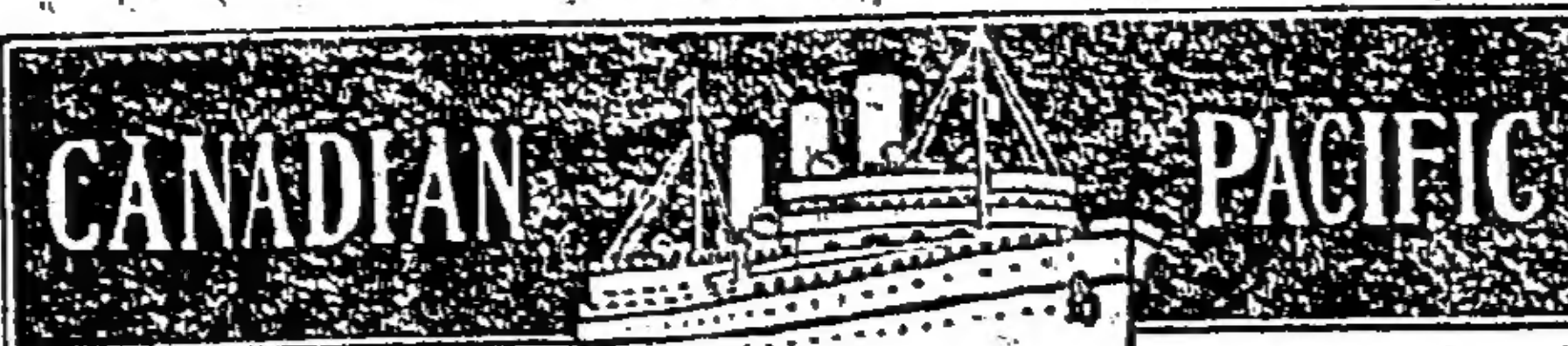
BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, January to June,

1923.

With Index. Price \$7.50.

On sale at the Hongkong Daily Press



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec.

From	To	Days	From	To	Days
Empress Russia	Feb. 7	Feb. 25	Marloch	Mar. 7	Mar. 14
Empress Australia	Feb. 22	Mar. 12	Melita	Mar. 19	Mar. 26
Empress Asia	Mar. 13	Mar. 31	Montrose	Apr. 11	Apr. 18
Elrusia	Apr. 3	Apr. 21	Montroyal	May 2	May 9

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Oporto and Hamburg.

Allocation of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the *Empress of Russia*, 25th March, the *Empress of Asia* and *Empress of Australia* will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

Three Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.

First class throughout. £120. Mone class steamers on the Atlantic. £112-£110.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS

KOREA MARU ... 10,000 tons, Jan. 23rd, 1924.

SHINYO MARU (calling at Manila) ... 10,000 tons, Feb. 1st, 1924.

SIBERIA MARU (calling at Dairen) ... 10,000 tons, Feb. 17th, 1924.

TAITO MARU ... 10,000 tons, Mar. 14th (from Kobe).

TENYO MARU ... 10,000 tons, Mar. 27th.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, RIO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA.

CALLAO, MOLLEDO, ARICA AND IQUIQUE.

THROUGH BY TRANS-ANDIN RAIL TO BUENOS AIRES.

STEAMERS

RAKUYO MARU ... 10,000 tons, January 25th.

GINYO MARU ... 10,000 tons, March 13th.

ANYO MARU ... 10,000 tons, April 24th.

SEIYO MARU ... 10,000 tons, June 10th.

Through Bills of Lading issued to all United States Overseas Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to:—

Agents at Canton: Messrs. T. E. GRIFFITH.

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "ISLA DE PANAY" ... 8th Feb. 1924.

For SHANGHAI, NAGASAKI & KOBE.

S.S. "ISLA DE PANAY" ... 19th Jan. 1924.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried.

For Freight and/or passage apply to:—

BOTELO BRO. S. Alexandrina Building, Hongkong.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MADISON" ... Jan. 17th, 10 p.m.

"PRESIDENT MCKINLEY" ... Jan. 29th.

"PRESIDENT JACKSON" ... Feb. 10th.

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First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MCKINLEY" ... Jan. 20th.

"PRESIDENT JACKSON" ... Feb. 1st.

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Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

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FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT LINCOLN" ... Friday, Feb. 1st, at 10 a.m.

S.S. "PRESIDENT TAFT" ... Wednesday, Feb. 13th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

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GRAND CANYON

FEATHER RIVER

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NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... Wednesday, Jan. 3rd, at 4 p.m.

S.S. "PRESIDENT TAFT" ... Monday, Feb. 4th, at 4 p.m.

S.S. "PRESIDENT CLEVELAND" ... Monday, Feb. 18th, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FIELDING" ... January 22nd, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 2322. HOLYOAK MASSEY & CO., LTD.



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VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overseas common Points in U.S.A. and Canada.

Through passage rates to Europe via America. G.3405, G.3420, G.3440.

IYO MARU ... Monday, 28th Jan., at 11 a.m.

SHIDZUOKA MARU ... Wednesday, 20th Feb.

MABEILLIS, LONDON & ANTIWERP via Singapore, &c.

SUWA MARU ... Wednesday, 30th Jan.

FINSHIMI MARU ... Wednesday, 13th Feb.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Middle of Feb.

LIVERPOOL via MABEILLIS & VALENCIA.

DURBAN MARU ... First half of Feb.

SIDNEY & MELBOURNE via Manila, &c.

MISHIMA MARU ... Sunday, 27th Jan.

AKI MARU ... Wednesday, 13th Feb.

NEW YORK & BOSTON via PANAMA.

MAYBASHI MARU ... Tuesday, 12th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... First half of Feb.

BOMBAY via Singapore and Colombo.

MOJI MARU ... Monday, 28th Jan.

HAKODATE MARU ... Wednesday, 6th Feb.

CALCUTTA via Singapore, Penang & Bangkok.

MALACCA MARU ... Sunday, 27th Jan.

OSAKA MARU ... Saturday, 9th Feb.

NAGASAKI, KOBE & YOKOHAMA

TANGO MARU ... Thursday, 14th Feb.

SHANGHAI, KOBE & YOKOHAMA

YAMAGATA MARU ... Sunday, 20th Jan.

TOKUSHIMA MARU ... Sunday, 20th Jan.

WAKASA MARU ... Sunday, 20th Jan.

HAKOYAKI MARU ... Wednesday, 22nd Jan.

For further information apply to— NIPPON YUSEN KAISHA

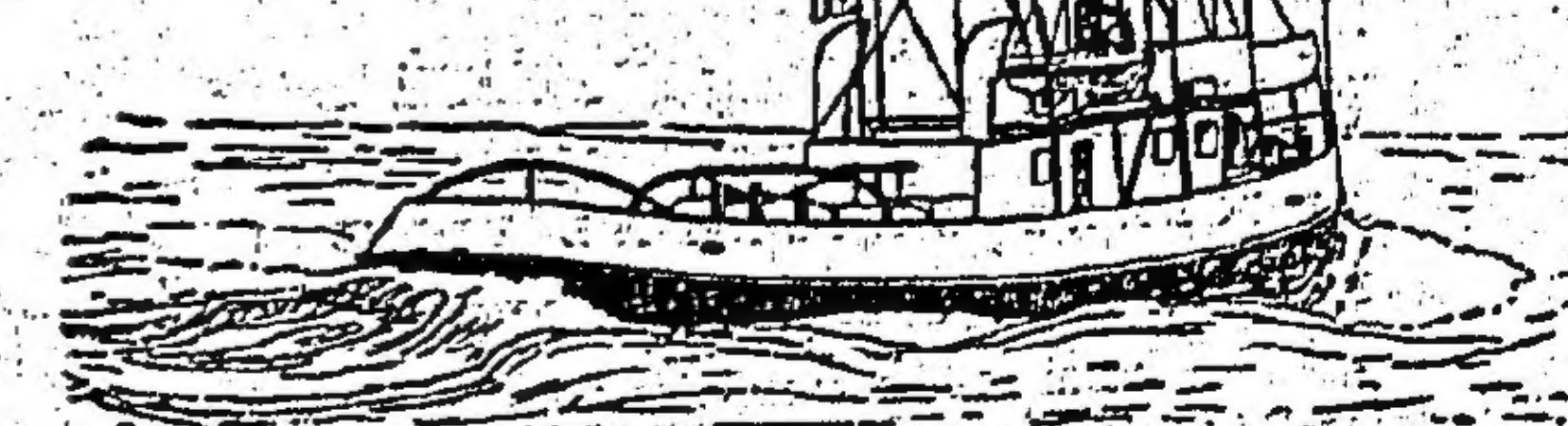
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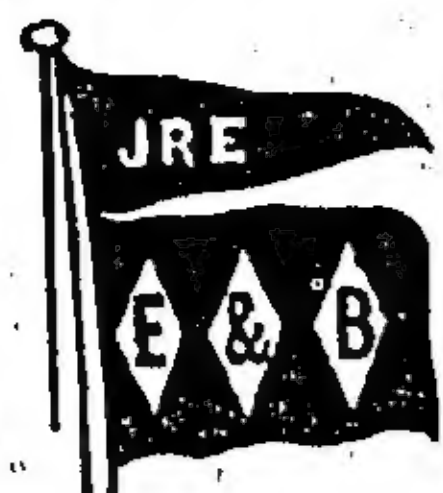


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PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF CAMBRIDGE" 28th January Marseilles, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF YORK" 18th February Shanghai & Kobe.
 "CITY OF CANTEBURY" 31st February Marseilles, London, etc.
 "CITY OF YORK" 31st March Do.
 "CITY OF CAIRO" 18th April Do.

FARES TO LONDON.

SINGLES 1st Class "A" £2 9s. "B" £2 8s. 2nd Class "A" £2 5s. "B" £2 5s.
 RETURN "A" £4 18s. "B" £4 17s. "A" £3 10s. "B" £3 10s.
 Cargo Steamers, Saloon Passage £56.

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Sailings from Hongkong:

1st. "LANGTON HALL" via Suez Canal 22nd Jan.
 2nd. "HYRON" via Suez Canal 5th Feb.
 3rd. "CITY OF MANILA" via Suez Canal 9th Feb.
 4th. "LIXON" via Suez Canal 21st Feb.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For freight and particulars apply to—
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HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANDRE LEBON	—	—	21st Jan.
AMBOISE	—	—	5th Feb.
CHATELAIN	14th Dec.	18th Jan.	18th Feb.
ANGELES	26th Dec.	31st Jan.	3rd Mar.
CHILL	10th Jan.	10th Feb.	11th Mar.
FORTEOS	24th Jan.	24th Feb.	25th Mar.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
 A Class (1st Class) £8 0s. 0d. B Class (1st Class) £8 0s. 0d.
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Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

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Loading for MANILA, MARSEILLES, HAVRE.

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Telephone Central 740. 5, Queen's Building,
1, CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

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HAICHONG Capt. A. H. Stewart Friday, 18th Jan., at 1 p.m.
 HAIFONG Capt. Ellis Walker Friday, 25th Jan., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

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 MAIL AND PASSENGER SERVICES
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 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SICILIA"	6,513	20th Jan., Noon	Shanghai, Penang, Colombo & Bombay
"MACEDONIA"	11,068	26th Jan., Noon	Shanghai, Penang, Colombo & Bombay
"KASHGAR"	8,840	2nd Feb.	Shanghai, Penang, Colombo & Bombay
"SOUDAN"	6,596	9th Feb.	Shanghai, Penang, Colombo & Bombay
"MOREA"	10,511	23rd Feb.	Shanghai, Penang, Colombo & Bombay
"ALIPORA"	5,573	28th Feb.	Shanghai, Penang, Colombo & Bombay
"PERIL"	7,648	6th March	Shanghai, Penang, Colombo & Bombay
"KARMALA"	9,068	8th March	Shanghai, Penang, Colombo & Bombay
"NALLERA"	15,983	12nd March	Shanghai, Penang, Colombo & Bombay
"SICILIA"	6,513	28th March	Shanghai, Penang, Colombo & Bombay
"KHYBER"	9,014	5th April	Shanghai, Penang, Colombo & Bombay
"CHINA"	7,855	18th April	Shanghai, Penang, Colombo & Bombay
"SOUDAN"	6,596	30th April	Shanghai, Penang, Colombo & Bombay
"KALYAN"	9,118	3rd May	Shanghai, Penang, Colombo & Bombay
"PLASSY"	7,393	17th May	Shanghai, Penang, Colombo & Bombay
"KASHMIR"	8,960	31st May	Shanghai, Penang, Colombo & Bombay
"KHIVA"	9,097	31st May	Shanghai, Penang, Colombo & Bombay

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,205	27th Jan.	Singapore, Penang & Calcutta.
"JAPAN"	6,052	3rd Feb.	do.

EASTERN & AUSTRALIAN SAILINGS (North)

"ST. ALBANS"	4,500	2nd Feb.	Manila, Sandakan, Thursday.
"EASTERN"	4,000	17th Feb.	Jaland, Townsville, Brisbane.
"ARAFURA"	6,000	2nd Apr.	Sydney & Melbourne.

For further connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"KARMALA"	9,098	20th Jan.	Shanghai, Moji & Kobe.
"TANDA"	9,956	26th Jan.	Shanghai, Moji & Kobe.
"PERIL"	7,648	31st Jan.	Shanghai, Moji & Kobe.
"SOUDAN"	6,596	1st Feb.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	2nd Feb.	Shanghai, Moji & Kobe.
"NALLERA"	15,983	9th Feb.	Shanghai, Moji & Kobe.
"TAKADA"	8,949	14th Feb.	Shanghai, Moji & Kobe.
"KHYBER"	9,014	23rd Feb.	Shanghai, Moji & Kobe.
"NELLORA"	8,853	28th Feb.	Shanghai, Moji & Kobe.
"CHINA"	7,855	6th Mar.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	8th Mar.	Shanghai, Moji & Kobe.
"SICILIA"	6,513	18th Mar.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	3rd Apr.	Shanghai, Moji & Kobe.
"KASHMIR"	8,960	31st Apr.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	2nd May	Shanghai, Moji & Kobe.
"SOUDAN"	6,596	9th May	Shanghai, Moji & Kobe.
"KHIVA"	9,097	18th May	Shanghai, Moji & Kobe.
"DELTA"	6,697	2nd Jun.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	3rd Jun.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	16th Jun.	Shanghai, Moji & Kobe.
"MOREA"	10,511	30th Jun.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	13th June.	Shanghai, Moji & Kobe.
"MALWA"	10,441	27th June.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore whilst awaiting the on carrying steamer.
 First Class Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fares, Freight Handbooks, etc., apply to—
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22, Des Voeux Road Central, HONGKONG. Agents.

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ
 as "KENDAL CASTLE" sailing on or about 26th Jan.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR BALCON PASSENGRERS.
 REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £38.

FOR SHANGHAI YOKOHAMA & KOBE

"ANNA" sailing on or about 22nd Jan.
 "ROSANDRA" sailing on or about 23rd Feb.
 FOR BRINDISI, VENICE & TRIESTE
 via SINGAPORE, PENANG & COLOMBO.

"PERSIA" sailing on or about Early Feb.
 *This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.
 "UMVOLOSI" sailing on or about 7th Feb.
 Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,
Telephone Central 1030. Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SWATOW & SHANGHAI	"SOOCHOW"	On 17th Jan., 4 p.m.
SAIGON	"KASHING"	On 17th Jan., 4 p.m.
SHANGHAI	"WUHU"	On 18th Jan., 1 p.m.
CHEFOO & DALNY	"KANSU"	On 18th Jan., 1 p.m.
SHANGHAI	"CHINKIANG"	On 18th Jan., Noon.
SHANGHAI	"SUZYANG"	On 19th Jan., 4 p.m.
AMOY, SWATOW & SINGAPORE	"KAYANG"	On 19th Jan., 4 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 20th Jan., 10 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 20th Jan., 10 a.m.
SHANGHAI	"TIENTSIN"	On 21st Jan., Noon.
SHANGHAI, CHEFOO & TIENTSIN	"FENGTEEN"	On 21st Jan., 1 p.m.
AMOY & SHANGHAI	"SZECHOW"	On 22nd Jan., 10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 22nd Jan., 10 a.m.
HOIHOW, FAKHOI & RAIPHONG	"YUNNAN"	On 22nd Jan., 10 a.m.
SHANGHAI	"SHANTUNG"	On 23rd Jan., D.L.

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 LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
 Colombo, Suez and Port Said.

"CELEBES MARU" Wednesday, 8th Feb.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon.
 Singapore, Colombo, Durban and Capetown.

"SEATTLE MARU" Friday, 8th Feb.
 BOMBAY via Singapore and Colombo.
 "HIMALAYA MARU" Sunday, 9th Jan.

"YOKOHAMA MARU" Saturday, 2nd Feb.
 "ALPS MARU" (Calls at Penang) Saturday, 9th Feb.
 BANGKOK, SAIGON & SINGAPORE
 "KISHU MARU" Friday, 1st Feb.

CALCUTTA via Singapore & Rangoon.
 "MALAY MARU" Thursday, 17th Jan.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan.
 "ARIZONA MARU" Monday, 18th Feb.

NEW YORK via Japan Ports, San Francisco and Panama.
 "HAMBURG MARU" Friday, 18th Jan.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.
 "NANKING MARU" Monday, 28th Jan.

KEELUNG via SWATOW & AMOY.
 "AMAKUSA MARU" Sunday, 20th Jan., 11 a.m.

TAKAO via SWATOW & AMOY.
 "BOHEI MARU" Sunday, 27th Jan., 11 a.m.

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 Leave Hongkong 19th Jan.

U.S.S. "West Farallon" Due Hongkong 27th Jan.
 Leave Hongkong 29th Jan.

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 U.S.S. "West Montpel" Due Hongkong 26th Jan.
 Leave Hongkong 27th Jan.

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